

## APPENDIX 2-I: REGIONAL AND LOCAL PLANS AND POLICIES



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Since publication of the Draft Environmental Impact Report/Environmental Impact Statement, the following substantive changes have been made to this appendix:

- Revisions were made throughout the appendix to reflect 2020 updates to the *Atherton General Plan*.
- Table 1 was updated to clarify that state laws that govern CMPs still reference and require the use of LOS standards under the discussion of the San Francisco Bay Area Congestion Management Program; to add discussion of transportation policies from *the Showplace Square/Potrero Avenue Plan* and the *San Mateo County Comprehensive Bicycle and Pedestrian Plan*; and to add additional relevant transportation policies from the *City of Brisbane General Plan*.
- Table 4 was updated to add discussion of policies relevant to electromagnetic interference from the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport*, and the *Santa Clara County: Norman Y. Mineta San Jose International Airport Comprehensive Land Use Plan*.
- Table 7 was updated to add discussion of the *San Mateo Countywide Sustainable Streets Master Plan* and the *Stormwater Resource Plan for San Mateo County* and to add discussion of an additional floodplain policy from the *Brisbane General Plan*.
- Table 10 was updated to add discussion of policies from the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport* and the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport*.
- Table 12 was updated with additional relevant policies from the *City of Brisbane General Plan* and the *Millbrae Station Area Specific Plan*.
- Table 13 was updated with additional relevant parks and recreation policies from the *City of Brisbane General Plan*.
- Table 14 was updated with additional relevant aesthetics and visual quality policies from the *City of Brisbane General Plan*.

The San Francisco to San Jose Project Section travels through three counties and 17 cities within those counties: the City and County of San Francisco; San Mateo County; the cities of Brisbane, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, the town of Atherton, and Menlo Park; Santa Clara County; and the cities of Palo Alto, Mountain View, Sunnyvale, Santa Clara, and San Jose. This appendix provides a list of relevant regional and local plans and policies considered in the preparation of this analysis by resource area. The plans, goals, and policies are presented geographically following the proposed alignment from its northern end in San Francisco to its southern end in San Jose. All plans and policies have been adopted unless otherwise noted.

## Transportation

**Table 1 Regional and Local Plans and Policies Relevant to Transportation**

Plan and Policies	Summary
<b>Regional</b>	
<i>Plan Bay Area 2040</i> (2017)	<p>The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted <i>Plan Bay Area 2040</i> on July 26, 2017 as the San Francisco Bay Area's long-term regional transportation plan and sustainable communities strategy. The plan includes the following goals and targets relevant to transportation:</p> <p>Goal: Transportation System Effectiveness</p> <ul style="list-style-type: none"> <li>▪ Target 11: Increase non-auto mode share.</li> <li>▪ Target 12: Reduce vehicle operating and maintenance costs due to pavement conditions.</li> <li>▪ Target 13: Reduce per-rider transit delay due to aged infrastructure.</li> </ul>
San Francisco Bay Area Congestion Management Programs	<p>The RSA for the Project Section lies within San Francisco, San Mateo, and Santa Clara Counties. Each of the counties has a designated CMA that produces a CMP, identified as follows:</p> <ul style="list-style-type: none"> <li>▪ The San Francisco County Transportation Authority serves as the CMA for San Francisco and is responsible for developing and adopting a CMP for the City and County of San Francisco.</li> <li>▪ The City/County Association of Governments of San Mateo County serves as the CMA and is responsible for developing and adopting a CMP for the county.</li> <li>▪ The VTA serves as the CMA for Santa Clara County and is responsible for developing and adopting a CMP for the county.</li> </ul> <p>The state laws that govern CMPs still reference and require the use of LOS standards.</p>
<i>Caltrain Strategic Plan</i> (2014)	<p>The <i>Caltrain Strategic Plan</i> was adopted on September 4, 2014 and establishes a roadmap for the next 10 years to reinforce Caltrain's existing commitments and service as a comprehensive policy framework from 2015 to 2024. The plan is organized into focus areas with goals and objectives.</p> <p>Focus Area 5: Transportation &amp; Land Use, includes the following goals and objectives applicable to transportation:</p> <p>Goal D. Integrate with California's statewide rail network.</p> <ol style="list-style-type: none"> <li>1. Support implementation of the Caltrain/HSR blended system in the Peninsula Corridor with consideration of local community interests and concerns.</li> <li>2. Continue to accommodate freight and passenger tenants whose operations are compatible with Caltrain and blended system service, and support compatibility between passenger and freight service to the extent possible.</li> <li>3. Partner with [California High-Speed Rail Authority], [Transbay Joint Powers Authority], and the region, define roles and responsibilities, and implement the blended system.</li> </ol>
<b>City and County of San Francisco</b>	
<i>San Francisco General Plan Transportation Element</i> (2010)	<p>The San Francisco <i>General Plan</i> was adopted on June 27, 1996, and the Transportation Element was last amended in 2010. It establishes the overall policy framework for countywide land use and urban development, including transportation. The plan includes the following policies relevant to transportation:</p>

Plan and Policies	Summary
	<p>Objective 1: Meet the needs of all residents and visitors for safe, convenient and inexpensive travel within San Francisco and between the city and other parts of the region while maintaining the high quality living environment of the Bay Area.</p> <ul style="list-style-type: none"> <li>▪ Policy 1.3: Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.</li> <li>▪ Policy 1.5: Coordinate regional and local transportation systems and provide for interline transit transfers.</li> <li>▪ Policy 1.6: Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.</li> </ul> <p>Objective 2: Use the transportation system as a means for guiding development and improving the environment.</p> <ul style="list-style-type: none"> <li>▪ Policy 2.1: Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.</li> <li>▪ Policy 2.2: Reduce pollution, noise and energy consumption.</li> </ul> <p>Objective 4: Maintain and enhance San Francisco's position as the hub of a regional, city-centered transit system.</p> <ul style="list-style-type: none"> <li>▪ Policy 4.1: Rapid transit lines from all outlying corridors should lead to stations and terminals that are adjacent or connected to each other in downtown San Francisco.</li> <li>▪ Policy 4.2: Increase transit ridership capacity in all congested regional corridors.</li> <li>▪ Policy 4.3: Where significant transit service is provided, bridges and freeways should have priority transit treatment, such as exclusive transit lanes.</li> <li>▪ Policy 4.4: Integrate future rail transit extensions to, from, and within the city as technology permits so that they are compatible with and immediately accessible to existing BART, Caltrain or MUNI rail lines.</li> <li>▪ Policy 4.5: Provide convenient transit service that connects the regional transit network to major employment centers outside the downtown area.</li> </ul> <p>Objective 5: Support and enhance the role of San Francisco as a major destination and departure point for travelers making interstate, national and international trips. Within this objective, Policy 5.5 pertains to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 5.5: Develop high-speed rail that links downtown San Francisco to major interstate and national passenger rail corridors as the principle alternative to interstate air travel, and as the primary means to relieve air traffic congestion.</li> </ul> <p>Objective 11: Establish public transit as the primary mode of transportation in San Francisco and as a means through which to guide future development and improve regional mobility and air quality.</p> <p>Objective 20: Give first priority to improving transit service throughout the city, providing a convenient and efficient system as a preferable alternative to automobile use.</p> <p>Objective 21: Develop transit as the primary mode of travel to and from downtown and all major activity centers within the region.</p> <ul style="list-style-type: none"> <li>▪ Policy 21.7: Make convenient transfers between transit lines, systems and modes possible by establishing common or closely located terminals for local and regional transit systems, by coordinating fares and schedules, and by providing bicycle access and secure bicycle parking.</li> </ul>

Plan and Policies	Summary
<p><i>Mission Bay North Redevelopment Plan (1998) and Mission Bay South Redevelopment Plan (2018)</i></p>	<p>The <i>Mission Bay North Redevelopment Plan (1998)</i> and <i>Mission Bay South Redevelopment Plan (2018)</i> define development and transportation goals for the 4th and King Street Station area. The plan includes the following policies relevant to HSR.</p> <ul style="list-style-type: none"> <li>▪ Objective 10: Accommodate the expansion of transit services to, from, through and within Mission Bay North/Mission Bay South.</li> <li>▪ Policy 1: Work with transit providers to coordinate the siting of transit stops at locations serving high-density uses.</li> <li>▪ Policy 2: Encourage the siting of shelters, and retail and personal service uses at or near transit stops.</li> </ul>
<p><i>Showplace Square/Potrero Avenue Plan (2008)</i></p>	<p>The <i>San Francisco General Plan Showplace Square/Potrero Avenue Plan</i> presents a vision for future development in the Showplace Square and Potrero Hill neighborhoods. The plan includes the following transportation policies relevant to HSR.</p> <ul style="list-style-type: none"> <li>▪ Objective 4.1: Improve Public Transit to better serve existing and new development in Showplace Square/Potrero Hill.</li> <li>▪ Policy 4.1.10: Consider grade separation of the Caltrain tracks at 16th Street as part of a future high speed rail project.</li> </ul>
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan Policies (2013)</i></p>	<p>The <i>San Mateo County General Plan</i> was adopted in 1986 and the goals and policies were updated in 2013. This partial list of the plan goals, and objectives includes those most relevant to HSR:</p> <p>Goals and Objectives</p> <ul style="list-style-type: none"> <li>▪ 12.6: Plan for a transportation system that provides for the safe, efficient, and convenient movement of people and goods in and through San Mateo County.</li> <li>▪ 12.38 Transit Coordination: a. Encourage transit providers to coordinate their service both within the County and with adjacent counties through common stations, coordination of scheduling, and honoring of transfers. b. Encourage SamTrans to coordinate its local service with cities and school districts.</li> </ul>
<p><i>North Fair Oaks Community Plan (2011)</i></p>	<p>The <i>North Fair Oaks Community Plan</i> was adopted in 2011 and defines goals and objectives for the unincorporated neighborhood of North Oaks, which is located in San Mateo County and bounded by the cities of Redwood City, Atherton, and Menlo Park. This partial list of the plan goals and objectives includes those most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Goal 3.1: Improve overall neighborhood connectivity throughout North Fair Oaks.</li> <li>▪ Policy 1B: Identify optimal multi-modal railroad crossings across both railroad corridors that would ensure critical north-south connections within the community, and identify needed improvements, potentially in conjunction with potential Dumbarton Rail and High Speed Rail project improvements, to support pedestrian and bicycle safety. Potential new crossings include 8th Avenue/Fair Oaks Avenue (pedestrian and bicycle-only crossing), Pacific Avenue/Westmoreland Avenue and Berkshire Avenue. Explore, as options for any new rail crossings, pedestrian- and bicycle-only crossings, and at-grade, underground, and overpass crossings. Prior to creating new rail crossings, pursue full feasibility analysis and impact studies, and ensure that assessment of potential crossings includes full participation of local residents in areas that could be impacted by creation of new crossings.</li> </ul>
<p><i>San Mateo County Comprehensive Bicycle and Pedestrian Plan (2011)</i></p>	<p>The City/County Association of Governments of San Mateo County adopted the <i>San Mateo County Comprehensive Bicycle and Pedestrian Plan</i> in 2011. The primary purpose of the plan is to addresses the planning, design, funding, and implementation of bicycle and pedestrian projects of countywide significance. The plan includes the following goals and policies relevant to transportation:</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal 2: More people riding and walking for transportation and recreation.</li> <li>▪ Policy 2.4: Encourage local agencies and transit operators, such as SamTrans, Caltrain and BART, to work cooperatively to promote bicycling and walking to transit by improving access to and through stations and stops, installing bicycle parking and maximizing opportunities for on-board bicycle access.</li> <li>▪ Policy 2.5: Promote integration of bicycle-related and walking-related services and activities into broader countywide transportation demand management and commute alternatives programs.</li> <li>▪ Goal 3: Improved safety for bicyclists and pedestrians.</li> <li>▪ Policy 3.1: When allocating funds, place an emphasis on projects that address safety deficiencies, especially conflicts with motor vehicles, for bicyclists, pedestrians and people with disabilities.</li> </ul>
<b>City of Brisbane</b>	
<p><i>City of Brisbane General Plan (2020)</i></p>	<p>The <i>City of Brisbane General Plan</i> Circulation Element, last updated in 2020, defines policies and programs to shape land use and transportation in the City of Brisbane. This partial list of the plan goals and objectives includes those most relevant to HSR:</p> <p>VI. 2 Traffic Flow, Convenience and Access</p> <ul style="list-style-type: none"> <li>▪ Policy C.1: Design the City's roadway system to emphasize mobility for Brisbane residents and businesses, accommodate bicycle and pedestrian in addition to vehicle movement, and provide for comfortable and safe travel within the community to shopping, employment, and recreation, as well as to transit and the Highway 101 freeway.</li> <li>▪ Program C.1.c: Prepare, adopt, and implement a mobility improvement fee program to fund the multi-modal improvements called for in the design plan for Bayshore Boulevard and interchanges along the 101 freeway.</li> <li>▪ Program C.1.d: Rather than undertake multiple traffic impact analyses to evaluate individual intersections along Bayshore Boulevard, Geneva Avenue, and at intersections along the 101 freeway, require new development projects that would generate 50 or more peak hour trips at any intersection along Bayshore Boulevard, Geneva Avenue, or at intersections along the 101 freeway to comply with the design plan developed pursuant to Program C.1.c and either provide physical improvements consistent with the plan or pay established traffic impact fees as directed by the Public Works Director.</li> <li>▪ Policy C.2: The level of service objective for principal and minor arterial streets within the City is LOS "D."</li> <li>▪ Policy C.3: Design turning movements and traffic signal timing at intersections so as to avoid the queueing of vehicles at intersection from backing up and adversely affecting operations at another intersection. Design turning movements and traffic signal timing at freeway interchanges cause queueing of vehicles from the intersection onto the freeway mainline.</li> <li>▪ Policy C.4: Plan for an additional east-west corridor to redirect non-destination traffic away from Bayshore Boulevard and to provide more direct access to Highway 101.</li> <li>▪ Program C.4.c: Require that all east-west corridor rail crossings are grade-separated (i.e., not at-grade) to the extent permitted by law.</li> <li>▪ Policy C.5.a: Require the upgrade of Tunnel Avenue to current codes and safety standards.</li> <li>▪ Policy C.6: Investigate and pursue alternative means of access to and egress from Sierra Point and investigate additional emergency access alternatives.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy C.7: Investigate and pursue traffic calming features for Visitacion Avenue, Old County Road and San Bruno Avenue to provide for greater pedestrian comfort and safety at street crossings.</li> <li>▪ C.44: Consider potential effects on mobility and emergency evacuation in making land use decisions.</li> </ul>
<b>City of South San Francisco</b>	
<i>South San Francisco General Plan (2014)</i>	<p>The <i>South San Francisco General Plan</i>, adopted in 1999 and updated in 2014, defines land use and transportation priorities for the City of South San Francisco. This partial list of plan policies includes those most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ 4.2-G-10: Make efficient use of existing transportation facilities and, through the arrangement of land uses, improved alternate modes, and enhanced integration of various transportation systems serving South San Francisco, strive to reduce the total vehicle-miles traveled.</li> <li>▪ 4.2-G-11: Coordinate local actions with regional agencies, and undertake active efforts to undertake transportation improvements.</li> <li>▪ 4.2-G-15: Strive to maintain LOS D or better on arterial and collector streets, at all intersections, and on principal arterials in the CMP during peak hours.</li> <li>▪ 4.2-G-16: Accept LOS E or F after finding that: <ul style="list-style-type: none"> <li>- There is no practical and feasible way to mitigate the lower level of service; and</li> <li>- The uses resulting in the lower level of service are of clear, overall public benefit.</li> </ul> </li> <li>▪ 4.4-G-1: Promote local and regional public transit serving South San Francisco.</li> </ul>
<b>City of San Bruno</b>	
<i>San Bruno General Plan (2009)</i>	<p>The <i>San Bruno General Plan</i>, adopted in 2009, defines land use and transportation priorities for the City of San Bruno. This is a partial list of plan policies that includes those most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ T-A: Provide for efficient, safe, and pleasant movement for all transportation modes—vehicles, bicycles, transit, and pedestrians.</li> <li>▪ T-F: Provide efficient local transit—such as a shuttle system—to the BART and Caltrain stations to avoid dependence on individual motor vehicles.</li> <li>▪ T-84: The City shall work closely with the High Speed Rail Authority to ensure all impacts associated with the High Speed Rail Project are mitigated to the fullest extent possible. The City shall work to ensure that the design for the High Speed Rail project is consistent with the train station and grade separation design approved by the Citizens Advisory Committee and City Council.</li> </ul>
<b>City of Millbrae</b>	
<i>City of Millbrae General Plan (1998)</i>	<p>The <i>City of Millbrae General Plan</i>, adopted in 1998 and updated in 2009, defines land use and transportation priorities for the City of Millbrae. This partial list of plan policies includes those most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ C4.1 Transit Access. Encourage the increased regional use of transit to relieve commuter congestion along the US 101, Interstate 280 and SR 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 driving. Considerations include: a. Children, commuters and senior citizens should be housed within walking distance (1/4 mile) of bus stops. b. Commuters should be able to easily connect among different modes of transit, whose operating hours should correspond to need. c. Coordination of Sam Trans, BART and Cal Train services. Provision for mobility-impaired individuals.</li> </ul>



Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ C4.2 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.</li> <li>▪ CIP-12 Millbrae Station Area Specific Plan Improvements. Implement appropriate improvements to mitigate potential impacts on the City of Millbrae as identified in the Millbrae Station Area Specific Plan. Some of the potential improvements include: a. US 101/Millbrae Avenue Interchange Improvements b. California Drive Extension c. Adrian Road d. Rollins Road and Garden Lane Intersection e. Millbrae Avenue/El Camino Real Intersection f. Millbrae Avenue/Rollins Road g. Rollins Road/ Adrian Road Intersection In addition, identify ways to encourage bicycling in coordination with BART.</li> </ul>
<p><i>Millbrae Station Area Specific Plan (2016)</i></p>	<p>The <i>Millbrae Station Area Specific Plan</i> defines land use and transportation priorities for the Millbrae Station. This partial list of plan policies includes those most relevant to HSR: Circulation and Parking</p> <ul style="list-style-type: none"> <li>▪ P-CP 31: Development projects shall participate in funding and implementing a comprehensive, multi-agency, multi-modal access plan to the Millbrae Transit Station. The Plan shall provide sufficient multimodal access to and from the station to support expected growth in transit ridership. In the event the access plan is not complete at the time of application for projects within the TOD zone, applicants shall submit a plan of how multi-modal access and circulation to the transit station will be accomplished. All transit operators serving the Millbrae Station, including BART, California High-Speed Rail Authority, Caltrain, and SamTrans, shall have an opportunity to review and provide comments on the developer proposed multi-modal access and circulation plan prior to City entitlement approval. In addition, private shuttle operators and pedestrian and cyclist communities shall also have an opportunity to review and provide comments.</li> </ul>
<b>City of Burlingame</b>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The City of Burlingame adopted the <i>Envision Burlingame General Plan</i> in 2019. The Circulation chapter includes specific policies for the Broadway-Bayshore Interchange Area, a Complete Streets Policy, and policies relevant to the downtown as well as other specific plan areas. There are no specific goals or objectives relevant to the project.</p>
<p><i>Burlingame Downtown Specific Plan (2018)</i></p>	<p>Downtown Specific Plan</p> <ul style="list-style-type: none"> <li>▪ California High Speed Rail –The California High-Speed Rail (CHSR) is a rail line in the planning stages that will provide a high-speed link between San Francisco and Los Angeles, as well as a number of other key destinations. Though the CHSR will not stop in Burlingame, the proposed corridor for the project runs north-south through the city along the existing Caltrain right-of-way. Given that the CHSR alignment is proposed to pass through Burlingame and its downtown, there is concern over the potential for the rail line to create a physical barrier through the city if it involves bridging, elevated tracks, or the use of retaining walls. Like other peninsula cities, Burlingame has indicated a preference for having the rail line in an underground tunnel rather than at surface or above grade Having the line underground would be more compatible with the continued economic vitality and quality of life of Burlingame and its downtown. It would also be more compatible with the preservation of valuable historic resources such as the eucalyptus grove and the Burlingame Avenue and Broadway train stations. If all rail lines are accommodated underground along the length of the peninsula alignment, it will enable dozens of surface crossings to be relieved of train conflicts, thereby easing access at many scales and reducing congestion throughout the peninsula. While the CHSR is beyond the scope of the Downtown Specific Plan, the project will have an important impact on Downtown Burlingame. It is essential that the CHSR planning process thoroughly investigate and mitigate impacts on Caltrain service, utilities, and effects that may concern schools, residents, and businesses.</li> </ul>

Plan and Policies	Summary
<b>City of San Mateo</b>	
<p><i>A Vision of San Mateo in 2030, Circulation Element (2015)</i></p>	<p>The San Mateo General Plan, <i>A Vision of San Mateo in 2030</i>, was adopted in 2010 and the Circulation Element was amended in 2015. The General Plan defines land use and transportation priorities to shape the City's growth through 2030. This partial list of the plan goals and policies includes the objectives most relevant to HSR:</p> <p>Circulation</p> <p>Goal 2: Maintain a street and highway system which accommodates future growth while maintaining acceptable levels of service.</p> <ul style="list-style-type: none"> <li>▪ Policy C 2.1: Acceptable Levels of Service. Maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all intersections within the City.</li> </ul> <p>Goal 3: Support the provision of public transit services adequate to provide a viable alternative to automobile travel for all citizens and to provide a convenient means of transportation to the "transit dependent" population.</p> <ul style="list-style-type: none"> <li>▪ Policy C 3.6: Below Grade Rail Line. Depress the rail line through downtown with street crossings remaining at grade as Caltrain service is increased and high speed rail through the corridor is implemented.</li> </ul>
<p><i>San Mateo Rail Corridor Transit-Oriented Development Plan (2005)</i></p>	<p>The <i>San Mateo Rail Corridor Transit-Oriented Development Plan</i> (adopted in 2005) defines priorities for development along the rail corridor in San Mateo. This partial list of the plan goals and policies includes the objectives most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Policy 4.12: Provide a balanced street system in the plan area that safely connects Hillsdale and Hayward Park Stations to the adjacent and greater community by providing for convenient access by a mix of modes of travel including pedestrians, bicycles, buses, and automobiles both on and off-site.</li> </ul>
<p><i>Hillsdale Station Area Plan (2011)</i></p>	<p>The <i>Hillsdale Station Area Plan</i> (adopted in 2011) defines land use and transportation priorities for the area surrounding the Hillsdale Caltrain Station in San Mateo. This partial list of the plan goals and policies includes the objectives most relevant to HSR:</p> <p>Goal TRA-3: Support frequent and convenient train service along the Caltrain corridor.</p> <ul style="list-style-type: none"> <li>▪ Policy TRA-3.2: Continue to support the California High Speed Rail Authority's efforts to construct High Speed Rail along the Caltrain corridor, with a preference for a viaduct structure that raises the tracks above grade and enhances circulation from one side of the train tracks to the other.</li> </ul>
<b>City of Belmont</b>	
<p><i>City of Belmont 2035 General Plan (2017)</i></p>	<p>The <i>City of Belmont 2035 General Plan</i> (adopted in 2017) defines land use and transportation goals and policies for the City's growth through 2035. This partial list includes the goals and policies most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Policy 3.7-8: Support the California High Speed Rail Authority in the goal to bring high speed rail to the San Francisco Peninsula, while minimizing the community impacts of any potential railway infrastructure improvements. <ul style="list-style-type: none"> <li>- Action 3.7-8a: Ensure that Belmont's public transportation provides connections to the future High Speed Rail Station(s) in the region.</li> <li>- Action 3.7-8b: Collaborate with the California High Speed Rail Authority and other agencies to create opportunities for additional railroad track crossings in Belmont and make progress on other circulation improvements consistent with the City's goals.</li> </ul> </li> </ul>

Plan and Policies	Summary
<p><i>Belmont Village Specific Plan (2017)</i></p>	<p>The <i>Belmont Village Specific Plan</i> (adopted in 2017) defines land use and transportation goals and policies for the Belmont Village neighborhood. This partial list includes the goals and policies most relevant to HSR:</p> <p>Goal 3.3: Provide safe and convenient access to transit.</p> <ul style="list-style-type: none"> <li>▪ Policy 3.3-3: Improve access to Caltrain for all transportation modes by:               <ul style="list-style-type: none"> <li>- Coordinating with the High Speed Rail Authority to ensure future improvements do not impede walking or biking to and through the station area</li> </ul> </li> </ul>
<b>City of San Carlos</b>	
<p><i>San Carlos 2030 General Plan (2009)</i></p>	<p>The <i>San Carlos 2030 General Plan</i> (adopted in 2009) includes goals, policies, and actions to guide the City's land use and transportation changes through 2030. This partial list includes the goals and policies most relevant to HSR:</p> <p>Goal CSH-2: To provide a safe, efficient and aesthetically pleasing circulation network for various transportation modes in addition to the automobile.</p> <ul style="list-style-type: none"> <li>▪ Action CSH-2.3: Support the Peninsula Corridor Joint Powers Board efforts to upgrade and expand the Peninsula rail service. Work with that agency in implementing its plans for local facility improvements.</li> </ul> <p>Goal CSH-3: Maintain a street and highway system which accommodates future growth while maintaining acceptable levels of service.</p> <ul style="list-style-type: none"> <li>▪ Policy CSH-3.15 The City supports dedication and preservation of rights-of-way for future transit service along the rail corridor.</li> </ul>
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan (2010)</i></p>	<p>The <i>Redwood City General Plan</i> (adopted in 2010) includes policies, goals, and programs to inform the growth and development of Redwood City. This partial list includes the goals and policies most relevant to HSR:</p> <p>Goal BE-25: Maintain a local transportation system that balances the needs of bicyclists, pedestrians, and public transit with those of private cars.</p> <ul style="list-style-type: none"> <li>▪ Policy BE-25.7: Consult with neighboring jurisdictions and County, State, and federal agencies toward maintaining and improving the existing regional transportation network, and identifying, funding, and implementing regional improvements to the transportation network.</li> </ul> <p>Goal BE-26: Improve walking, bicycling, and electric bicycle/scooter facilities to be more convenient, comfortable, and safe, and therefore more common transportation modes in Redwood City.</p> <p>Goal BE-28: Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to Redwood City that is attractive, accessible, and safe.</p> <ul style="list-style-type: none"> <li>▪ Policy BE-28.2: Support attractive and pedestrian-friendly railroad track grade-separated crossings and other appropriate measures to mitigate potential noise, air pollution, safety, and traffic impacts of increased Caltrain service and new high-speed rail service.</li> <li>▪ Policy BE-28.3: Support the development of related uses and amenities that contribute to increased ridership of potential high-speed rail, while balancing the needs of the greater community.</li> <li>▪ Policy BE-28.4: Balance high-speed rail and freight rail needs, opportunities, and advantages.</li> </ul> <p>Program BE-55: Level of Service Policy Evaluation: [. . .] Maintaining LOS D or better for motor vehicles in all areas of the city, except the Downtown area as defined by the</p>

Plan and Policies	Summary
	<p>Downtown Precise Plan. In Downtown, no minimum vehicular LOS standard will be maintained but vehicular LOS will be calculated and alternate LOS standards for other travel modes will be established.</p>
<b>Town of Atherton</b>	
<p><i>Atherton General Plan (2020)</i></p>	<p>The <i>Atherton General Plan</i> (updated in 2020) identifies goals, objectives, and policies to define land use and transportation in the Town of Atherton. This partial list includes the goals and policies most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Goal CIR-5: To achieve a high quality of roadway operation on all Atherton streets.</li> <li>▪ Policy CIR-5.1: Atherton's minimum acceptable intersection level of service standards are listed below. <ul style="list-style-type: none"> <li>- Highways: LOS E (C/CAG adopted standard)</li> <li>- Minor Arterials and Collectors: LOS D</li> <li>- Local Streets: LOS C</li> </ul> </li> <li>▪ Goal CIR-6: To halt the eventual use of the Peninsula Corridor by High Speed Rail.</li> </ul>
<b>City of Menlo Park</b>	
<p><i>Menlo Park General Plan (2016)</i></p>	<p>The City of Menlo Park's <i>Connect Menlo</i> plan (adopted in 2016) defines land use and transportation goals and policies for the City of Menlo Park. This partial list includes the goals and policies most relevant to HSR:</p> <p>Goal CIRC-2: Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders.</p> <ul style="list-style-type: none"> <li>▪ Policy CIRC-2.15: Regional Transportation Improvements. Work with neighboring jurisdictions and appropriate agencies to coordinate transportation planning efforts and to identify and secure adequate funding for regional transportation improvements to improve transportation options and reduce congestion in Menlo Park and adjacent communities.</li> </ul> <p>Goal CIRC-3: Increase mobility options to reduce traffic congestion, greenhouse gas emissions, and commute travel time.</p> <ul style="list-style-type: none"> <li>▪ Program CIRC-3.A: Transportation Impact Metrics. Supplement Vehicle Miles Traveled (VMT) and greenhouse gas emissions per service population (or other efficiency metric) metrics with Level of Service (LOS) in the transportation impact review process, and utilize LOS for identification of potential operational improvements, such as traffic signal upgrades and coordination, as part of the Transportation Master Plan.</li> <li>▪ Policy CIRC-3.4: Level of Service. Strive to maintain level of service (LOS) D at all City-controlled signalized intersections during peak hours, except at the intersection of Ravenswood Avenue and Middlefield Road and at intersections along Willow Road from Middlefield Road to US 101. The City shall work with Caltrans to ensure that average stopped delay on local approaches to State-controlled signalized intersections does not exceed LOS E.</li> </ul> <p>Goal CIRC-5: Support local and regional transit that is efficient, frequent, convenient, and safe.</p> <ul style="list-style-type: none"> <li>▪ Policy CIRC-5.3: Rail Service. Promote increasing the capacity and frequency of commuter rail service, including Caltrain; protect rail rights-of-way for future transit service; and support efforts to reactivate the Dumbarton Corridor for transit, pedestrian, bicycle, and emergency vehicle use.</li> <li>▪ Program CIRC-5: A Long-Term Transit Planning. Work with appropriate agencies to agree on long-term peninsula transit service that reflects Menlo Park's desires and is not disruptive to the city.</li> </ul>

Plan and Policies	Summary
<p><i>Menlo Park El Camino Real/Downtown Specific Plan (2012)</i></p>	<p>The <i>Menlo Park El Camino Real/Downtown Specific Plan</i> (adopted in 2012) identifies several guidelines for design that relate to HSR. The relevant guidelines are presented below.</p> <p>Railroad Tracks/High Speed Rail Open Space Guidelines</p> <ul style="list-style-type: none"> <li>▪ D.3.29: If high speed rail is placed underground, the City should encourage a final configuration that includes Caltrain tracks. Such a configuration should be capped, with the roof of the tunnel able to accommodate public use, such as a linear park, at-grade.</li> <li>▪ D.3.30: If high speed rail is placed underground as described above, a linear public park, accommodating pedestrians and bicyclists, should be considered for placement above ground as well as other appropriate commercial uses.</li> <li>▪ D.3.31: If high speed rail is elevated, the City should encourage a final configuration that includes Caltrain tracks. With such a configuration, the City should encourage a structure that provides maximum “porosity” with maximum visual and/or physical access underneath (e.g. elevated BART tracks in the East Bay). The tracks should be elevated enough to allow for atgrade passage underneath for vehicles, bicyclists and pedestrians. An earthen embankment or stark walls should be avoided. Wherever possible, an elevated configuration should incorporate landscaping to soften the visual impact.</li> <li>▪ D.3.32: If high speed rail is elevated as described above, the City should consider maximizing eastwest pedestrian and bicycle connections underneath, in addition to those in the Specific Plan, where appropriate. The spaces should be safe and welcoming.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted on December 20, 1994. It establishes the overall policy framework for countywide land use and urban development, including transportation. The plan includes the following policies relevant to transportation:</p> <p>Transportation and Energy Conservation (TR)</p> <ul style="list-style-type: none"> <li>▪ C-TR 1: Santa Clara County should develop and maintain an adequate, balanced, and integrated transportation system that is affordable and convenient to use and that is capable of meeting projected future demand.</li> <li>▪ C-TR 12: It is the goal of this plan to achieve a level-of-service (LOS) no lower than D at peak travel periods on city streets, county roads, expressways and state highways. However, in certain instances, a lower level of service may be acceptable when LOS D can not practically be achieved.</li> <li>▪ C-TR 15: Increase the overall physical capacity of the transportation system to meet projected demand, primarily through the following means: <ul style="list-style-type: none"> <li>- Increased transit system capacity and service levels for light rail, passenger rail, and bus transit;</li> <li>- Increased paratransit, bike and pedestrian facilities and service; and</li> <li>- Roadway capacity improvements to improve interchanges and complete the commuter lane network.</li> </ul> </li> <li>▪ C-TR 22: The use of existing railroad rights-of-way for transit and alternative transportation (i.e., bicyclists and pedestrians) should be encouraged.</li> <li>▪ C-TR 24: Support the use of the rail transit system by establishing a feeder system that would enable travelers to access rail stations without the use of their private vehicle.</li> </ul>

Plan and Policies	Summary
<p><i>Santa Clara Countywide Bicycle Plan (2018)</i></p>	<p>The Santa Clara Valley Transportation Authority first established a <i>Countywide Bicycle Plan</i> in 2000, with the most recent updates made in 2018. The primary purpose of the plan is the create easier and safer bicycle travel between cities in Santa Clara County by establishing a network of bikeway corridors and identifying locations where new and improved bike connections are needed. The plan includes the following goals and policies relevant to transportation:</p> <p>Goal 4. Improve Transit Connectivity</p> <ul style="list-style-type: none"> <li>▪ Policy 4A: Improve Bicycle Access to Transit</li> <li>▪ Policy 4B: Provide Consistent Bicycle Parking at Transit Stations</li> <li>▪ Policy 4C: Support Safe and Convenient Bicycle/Transit Interactions</li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan (2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan</i> (adopted in 2017) identifies goals, policies, and programs that shape growth in Palo Alto. This partial list includes the elements most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Goal T-1: Create a sustainable transportation system, complemented by a mix of land uses, that emphasizes walking, bicycling, use of public transportation and other methods to reduce GHG emissions and the use of single-occupancy motor vehicles.</li> <li>▪ Policy T-3.18: Improve safety and minimize adverse noise, vibrations and visual impacts of operations in the Caltrain rail corridor on adjoining districts, public facilities, schools and neighborhoods with or without the addition of High Speed Rail.</li> <li>▪ Policy T-3.19: Coordinate proactively with the California High Speed Rail Authority and Caltrain to minimize negative impacts and maximize benefits to Palo Alto from any future high speed rail service through Palo Alto.</li> </ul>
<b>City of Mountain View</b>	
<p><i>Mountain View 2030 General Plan (2012)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> (adopted in 2012) defines land use and transportation policies for the city's growth through 2030. This partial list includes the goals and policies most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Goal MOB-5: Local and regional transit that is efficient, frequent, convenient and safe.</li> <li>▪ Policy MOB 5.1: Transit agencies. Coordinate with local and regional transit agencies including Metropolitan Transportation Commission, VTA, JPB (Caltrain), SamTrans and the California High-Speed Rail Authority to improve transportation service, infrastructure and access in the city.</li> <li>▪ Policy MOB 5.2: California High-Speed Rail. Actively participate with the California HighSpeed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues.</li> </ul>
<b>City of Sunnyvale</b>	
<p><i>Sunnyvale General Plan Land Use and Transportation Element (2017)</i></p>	<p>The <i>Sunnyvale General Plan, Land Use and Transportation Element</i> (updated in April 2017) defines the land use and transportation priorities for development in the City of Sunnyvale. The plan includes the following goals and policies relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Goal LT-3: An Effective Multimodal Transportation System. Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit use, bicycling, and walking and corresponding benefits to the environment, person throughput, and qualitative improvements to the transportation system environment.</li> </ul>

Plan and Policies	Summary
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The Santa Clara City Council adopted the <i>City of Santa Clara 2010–2035 General Plan</i> on November 16, 2010. The plan represents a long-range vision supported by strategies and policies for managing changing priorities and development pressures. The plan includes the following goals and policies relevant to transportation:</p> <p>5.1.1 Prerequisite Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.1.1-G4: Development of a multimodal transportation system that reduces the reliance on owning and driving single-occupant vehicles.</li> </ul> <p>5.3.1 General Land Use Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.3.1-G1: Reduced dependence on the single-occupant automobile.</li> <li>▪ 5.3.1-G3: Development that minimizes vehicle miles traveled, capitalizes on public investment in transit and infrastructure, and is compatible with surrounding uses.</li> </ul> <p>5.4.3 Santa Clara Station Focus Area Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.4.3-G3: A link between the Santa Clara Station and a variety of transit options that offer viable transportation alternatives throughout the City and the region.</li> <li>▪ 5.4.3-G4: Pedestrian and bicycle priority within the Santa Clara Station Focus Area with transit and vehicular priority to access the station.</li> </ul> <p>5.8.1 General Mobility and Transportation Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.8.1-G3: Transportation networks that promote a reduction in the use of personal vehicles and vehicle miles traveled.</li> <li>▪ 5.8.1-P4: Expand transportation options and improve alternate modes that reduce greenhouse gas emissions.</li> </ul> <p>5.8.2 Transit Network Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.8.2-G1: Transit services that are accessible to all segments of the City's population.</li> <li>▪ 5.8.3-G2: A transit network that supports a reduction in automobile dependence for residents, employees and visitors.</li> <li>▪ 5.8.3-G3: Transit options that are available to provide commuter services throughout the City.</li> <li>▪ 5.8.3-P1: Support a coordinated regional transit system that circles the South Bay and the Peninsula including existing and planned Bay Area Rapid Transit (BART), Altamont Commuter Express (ACE), Caltrain, VTA and HSR facilities.</li> <li>▪ 5.8.3-P12: Improve the existing public transit system and support expanded services to increase ridership.</li> </ul> <p>Air Quality Goals and Policies</p> <ul style="list-style-type: none"> <li>▪ 5.10.2-P1: Support alternative transportation modes and efficient parking mechanisms to improve air quality.</li> <li>▪ 5.10.2-P2: Encourage development patterns that reduce vehicle miles traveled and air pollution.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The <i>Envision San José 2040 General Plan</i> was adopted in November 2011, and amended in 2018. The plan includes strategies to achieve desired growth, while taking on a growing environmental and economic leadership role. The plan includes the following goals, policies, and actions are relevant to transportation:</p> <p>Goal LU-1: General Land Use. Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy LU-1.2: Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to public streets to minimize vehicular miles travels.</li> <li>▪ Policy LU-1.3: Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.</li> </ul> <p>Goal LU-3: Downtown. Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San Jose.</p> <ul style="list-style-type: none"> <li>▪ Policy LU-3.5: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.</li> </ul> <p>Goal LU-9: High-Quality Living Environments. Provide high quality living environments for San Jose's residents.</p> <ul style="list-style-type: none"> <li>▪ Policy LU-9.1: Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly-accessible bicycle and pedestrian connections.</li> </ul> <p>Goal TR-1: Balanced Transportation System. Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.</p> <ul style="list-style-type: none"> <li>▪ Policy TR-1.1: Accommodate and encourage use of non-automobile transportation models to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).</li> <li>▪ Policy TR-1.2: Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.</li> <li>▪ Policy TR-1.3: Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. [...]</li> <li>▪ Policy TR-1.5: Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.</li> <li>▪ Policy TR-1.6: Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.</li> <li>▪ Policy TR-1.7: Require that private streets be designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrian, bicyclists, and transit users of all ages, abilities, and preferences.</li> <li>▪ Policy TR-1.8: Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.</li> <li>▪ Policy TR-1.10: Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Functional Classification Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that</li> </ul>



Plan and Policies	Summary
	<p>designated on the Functional Classification Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.</p> <ul style="list-style-type: none"> <li>▪ Action TR-1.13: Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e., road diets) and conduct engineering studies and environmental review to determine implementation feasibility and develop implementation strategies.</li> </ul> <p>Goal TR-2: Walking and Bicycling. Improve walking and bicycling facilities to be more convenient, comfortable, and safe, so that they become primary transportation modes in San Jose.</p> <ul style="list-style-type: none"> <li>▪ Policy TR-2.2: Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San José International Airport.</li> <li>▪ Policy TR-2.3: Construct crosswalks and sidewalks that are universally accessible and designed for use by people of all abilities.</li> <li>▪ Policy TR-2.6: Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San José’s Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.</li> <li>▪ Policy TR-2.7: Give priority to pedestrian improvement projects that: improve pedestrian safety; improve pedestrian access to and within the Urban Villages and other growth areas; and that improve access to parks, schools, and transit facilities.</li> <li>▪ Policy TR-2.8: Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.</li> <li>▪ Policy TR-2.9: Coordinate and collaborate with the VTA, PCJPB, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations, and major bus stops.</li> <li>▪ Policy TR-2.10: Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San José.</li> <li>▪ Policy TR-2.11: Prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections. Pursue the development of new through bicycle and pedestrian connections in existing cul-de-sac areas where feasible.</li> <li>▪ Policy TR-2.12: Consider alternative public right of way materials for roadway, sidewalks, park strips, crosswalks, and trails etc. to enhance the pedestrian and bicyclist experience as well as provide other benefits such as storm water management and hydro-modification control.</li> <li>▪ Action TR-2.18: Provide bicycle storage facilities as identified in the San José Bicycle Master Plan.</li> <li>▪ Action TR-2.20: Continue to participate in and support the recommendations of the Safe Routes to School program. As part of the on-going Safe Routes to School program,</li> </ul>

Plan and Policies	Summary
	<p>work with School Districts to increase the proportion of students who walk or bike to school by improving the safety of routes to school, by educating students and parents about the health and environmental benefits of walking and bicycling, and by creating incentives to encourage students to walk and bike.</p> <ul style="list-style-type: none"> <li>▪ Action TR-2.21: Identify locations where traffic signal phases can be modified or added or where alternative intersection control can be utilized to enhance efficiency and safety for pedestrian service.</li> </ul> <p>Goal TR-3: Maximize Use of Public Transit. Maximize use of existing and future public transportation services to increase ridership and decrease the use of private automobiles.</p> <ul style="list-style-type: none"> <li>▪ Policy TR-3.1: Pursue development of Bus Rapid Transit (BRT), bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.</li> <li>▪ Policy TR-3.2: Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.</li> <li>▪ Policy TR-3.3: As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.</li> <li>▪ Policy TR-3.4: Maintain and improve access to transit stops and stations for mobility challenged population groups such as youth, the disabled, and seniors.</li> <li>▪ Action TR-3.6: Collaborate with Caltrans and VTA to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.</li> <li>▪ Action TR-3.7: Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San José/Santa Clara with appropriate land use designations and transportation connections.</li> <li>▪ Action TR-3.8: Collaborate with transit providers to site transit stops at safe, efficient, and convenient locations, and to develop and provide transit stop amenities such as pedestrian pathways approaching stops, benches and shelters, nighttime lighting, traveler information systems, and bike storage to facilitate access to and from transit stops.</li> <li>▪ Action TR-3.9: Ensure that all street improvements allow for easier and more efficient bus operations and improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.</li> </ul> <p>Goal TR-4: Passenger Rail Service. Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San Jose that is attractive, accessible, and safe.</p> <ul style="list-style-type: none"> <li>▪ Policy TR-4.2: Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.</li> <li>▪ Policy TR-4.4: Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.</li> <li>▪ Action TR-4.5: As appropriate, regularly coordinate with rail operators in San José on the following matters: <ul style="list-style-type: none"> <li>- Maintenance of rail lines, landscaping, and easements.</li> <li>- Vehicle and pedestrian safety near at-grade rail crossings.</li> </ul> </li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>- Rail electrification to increase the frequency of train service and reduce environmental impacts.</li> <li>- Grade separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level.</li> <li>- The establishment of timed transfers with other transit providers in the area.</li> <li>- Analysis and mitigation of the potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line.</li> </ul> <p>Goal TR-5: Vehicular Circulation. Maintain the City's street network to promote the safe and efficient movement of automobile and truck traffic while also providing for the safe and efficient movement of bicyclists, pedestrian, and transit vehicles.</p> <ul style="list-style-type: none"> <li>▪ Policy TR-5.3: The minimum overall roadway performance during peak travel periods should be level of service "D" except for designated areas. How this policy is applied and exceptions to this policy are listed in the following bullets: <ul style="list-style-type: none"> <li>- Vehicular Traffic Mitigation Measures. Review development proposals for their impacts on the level of service and require appropriate mitigation measures if development of the project has the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. Mitigation measures for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts.</li> <li>- Downtown. In recognition of the unique position of the Downtown as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria.</li> <li>- Special Strategy Areas. In recognition of the unique characteristics and particular goals of Special Strategy Areas, intersections identified as Protected Intersections within these areas, may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City's adopted General Plan and include Urban Villages, Transit Station Areas, and Specific Plan Areas.</li> </ul> </li> <li>▪ Policy TR-5.5: Require that new development, which includes new public or private streets, connect these streets with the existing public street network and prohibit the gating of private streets with the intention of restricting public access. Furthermore, where possible, require that the street network within a given project consists of integrated short blocks to facilitate bicycle and pedestrian travel and access.</li> </ul> <p>Goal TR-6: Goods Movement. Provide for safe and efficient movement of goods to support commerce and industry.</p> <ul style="list-style-type: none"> <li>▪ Policy TR-6.1: Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.</li> <li>▪ Policy TR-6.2: Maintain primary freight routes that provide for direct access for goods movement to industrial and employment areas.</li> <li>▪ Policy TR-6.6: Support the efficient and safe movement of goods by rail where appropriate and promote the continued operation of freight rail lines that serve industrial properties.</li> </ul> <p>Goal TR-9: Tier I Reduction of Vehicle Miles Traveled. Reduce Vehicle Miles Traveled (VMT) by 10% per service population, from 2009 levels, as an interim goal.</p> <ul style="list-style-type: none"> <li>▪ Policy TR-9.1: Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Action TR-1.13: Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies to determine implementation feasibility and develop implementation strategies.</li> <li>▪ Action: TR-3.5: Work with the VTA and other public transit providers to increase transit frequency and service along major corridors and to major destinations like Downtown and North San José.</li> </ul> <p>Goal TR-12: Intelligent Transportation System. Develop a sustainable ITS system to effectively manage, operate, and maintain the current and future transportation network for all models of travel. A robust and efficient ITS system will provide added opportunities for reducing congestion and greenhouse gas emissions, and increasing safety and the quality of life for all users.</p> <ul style="list-style-type: none"> <li>▪ Policy TR-12.2: Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.</li> <li>▪ Action TR-12.4: Provide enhanced management of new, efficient streetlights for energy savings, sustainability, and safety along corridors and at intersections.</li> <li>▪ Action TR-12.8: Implement technology on select roadways (primary bikeways) to support bicycling as the preferred mode of transportation, such as advanced detection, signal priority timing, and public information kiosks.</li> <li>▪ Action TR-12.9: Implement technology to aid pedestrians walking across intersections. Consider devices such as countdown timers and accessible pedestrian signals, which include audible and vibrating push buttons for disabled users.</li> </ul>
<p><i>Diridon Station Area Final Plan (2014)</i></p>	<p>The <i>Diridon Station Area Plan</i> was adopted in 2014. The <i>Diridon Station Area Plan, 2014–2040</i> analyzes the expansion of the existing Diridon Station and the development of land uses within the 250-acre project boundary surrounding the station. The following goals and policies are relevant to the project:</p> <p>Connectivity Objective:</p> <ul style="list-style-type: none"> <li>▪ Establish and strengthen connections to surrounding districts and within the planning area for pedestrians, bicyclists, and motorists, with emphasis on east-west connectivity across SR 87 and the rail corridor.</li> </ul> <p>Transportation Objective:</p> <ul style="list-style-type: none"> <li>▪ Prioritize pedestrian circulation and transit. Improve pedestrian and bicycle connection to Guadalupe River from the area.</li> </ul> <p>Station Area Transportation Strategies:</p> <ul style="list-style-type: none"> <li>▪ Facilitate pedestrian access and safety through pedestrian enhancements, including the provision of crosswalks at all intersections, wider sidewalks, and high quality pedestrian amenities along transit corridors</li> <li>▪ Promote easy walking access from the station to commercial developments</li> <li>▪ Encourage improved bicycle and retail connectivity and provide enhanced bicycle parking opportunities within the Station Area</li> <li>▪ Ensure increased transit connectivity within and to/from the Station Area and provide for transit amenities at stops that improve the comfort and convenience for transit riders</li> <li>▪ Promote the development of the Station Area’s street and intersection network that supports the proposed intensification of land uses, while providing mobility for all travel modes and users</li> </ul> <p>Proposed Station Area Transportation Strategies:</p> <ul style="list-style-type: none"> <li>▪ Walking</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>- Promote walking connections from surrounding neighborhoods and employment centers to the Plan area by providing a continuous network of sidewalks, paseos, and pathways.</li> <li>- Facilitate pedestrian access and safety through pedestrian enhancements, including the installation of wider sidewalks along key pedestrian corridors.</li> <li>- Provide enhanced crosswalks at signalized intersections and key pedestrian crossings through the use of pedestrian bulb-outs, median refuge islands, and/or special paving treatments</li> <li>- Consider mid-block crosswalks and/or pedestrian signals at high-use uncontrolled crossings, as appropriate</li> <li>- Consider a pedestrian "scramble" signal phasing locations with high pedestrian volumes.</li> <li>- Enhance pedestrian underpass connections through installation of ramps, pedestrian-scale lighting, wider sidewalks, and public art.</li> <li>▪ <b>Bicycling</b> <ul style="list-style-type: none"> <li>- Provide a network of bicycle priority streets that provide linkages through the Plan area.</li> <li>- Provide bicycle lanes (also known as Class II facilities) on streets with available right-of-way and higher traffic volumes.</li> <li>- Enhance the safety and comfort of the bicycle network through the use of colored bike lanes, "sharrow" markings, separated bike lands, signage, and/or other specialized treatments.</li> <li>- Develop trail connections along the Los Gatos Creek and Guadalupe River.</li> <li>- Where appropriate, provide grade-separated crossings along the Los Gatos Creek and Guadalupe River Trails to enhance connectivity and safety of the trail network.</li> <li>- Provide sufficient bicycle parking facilities for short-term and long-term purposes.</li> <li>- With the Station Area as its focus, promote usage of the existing bike share station and overall expansion of the program to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.</li> <li>- Support the expansion of Diridon Station's bicycle parking supply with the aim of creating a major bicycle parking facility, such as the 4th and King Bike Station in San Francisco.</li> </ul> </li> <li>▪ <b>Transit</b> <ul style="list-style-type: none"> <li>- Enhance bus stops with appropriate amenities (shelters, benches, lighting, real-time passenger information) to improve the overall comfort and safety for transit riders.</li> <li>- Support rail transit operators (including VTA, Caltrain, ACE, Amtrak, and BART) to improve service and amenities that increase daily ridership and reduce potential negative effects on the community.</li> <li>- Consider implementing an additional shuttle route connecting Diridon Station and Mineta San Jose International Airport.</li> </ul> </li> <li>▪ <b>Complete Streets</b> <ul style="list-style-type: none"> <li>- Improve the street grid system by creating new street connections and shorter blocks to promote additional travel options and reduce walking distances to destinations.</li> <li>- Provide adequate width for all sidewalk uses, including loading and unloading from on-street parking, walking traffic, window shopping traffic, bicycle parking, and street furniture.</li> <li>- Provide street trees to separate the pedestrian walkway from the bicycle and/or vehicle travel way, and to add identity and enhance the aesthetics of an area.</li> </ul> </li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>- Provide pedestrian-scale lighting on key streets, crosswalks, and mid-block crossings.</li> <li>- Provide amenities such as pedestrian kiosks, benches, newspaper racks, trash cans, bus shelters, cafe tables, hanging flower baskets, and chairs to increase the number of opportunities for people to socialize and spend leisure time outdoors along public streets.</li> <li>- Incorporate “green street” features such as pervious surfaces, open channels, and vegetated drainage swales at appropriate locations.</li> <li>- Remove existing pork-chop islands to enhance public safety.</li> <li>- Provide continuous sidewalk improvements along major arterial streets. Close gaps between pedestrian connections.</li> </ul> <p>Parking Objective:</p> <ul style="list-style-type: none"> <li>▪ Disperse parking in different locations in the planning area and beyond to ensure easy walking access to destinations</li> </ul>
<p><i>San Jose Bike Plan 2020 (2009)</i></p>	<p>The City of San Jose prepared the <i>San José Bike Plan 2020</i> in 2009. The Plan defines a network of bikeways that includes both on-street and off-street bikeways, and recommends policies, projects, and programs that encourage and facilitate bicycling within San Jose. This includes providing guidance for projects on the bikeway network, a regular maintenance program for bicycle facilities, recommendations on City policies regarding bicycle parking and supportive facilities (such as showers), and general policy guidance on facilitating bicycling.</p>

Sources: ABAG and MTC 2017; Caltrain 2014; City and County of San Francisco 1998, 2008, 2010a, 2018a; City/County Association of Governments of San Mateo County 2008; County of San Mateo 2011, 2013a; City of Brisbane 2020a; City of South San Francisco 2014a; City of San Bruno 2009; City of Millbrae 1998, 2016a; City of Burlingame 2018a, 2019; City of San Mateo 2005, 2011a, 2015a; City of Belmont 2017a, 2017b; City of San Carlos 2009; City of Redwood City 2010; Town of Atherton 2020; City of Menlo Park 2012, 2016; County of Santa Clara 1994; VTA 2018; City of Palo Alto 2017a; City of Mountain View 2012; City of Sunnyvale 2017; City of Santa Clara 2010; City of San Jose 2009, 2014, 2018

ACE = Altamont Corridor Express  
 BART = Bay Area Rapid Transit  
 BRT = bus rapid transit  
 CHSR = California High-Speed Rail  
 CMA = congestion management agency  
 CMP = congestion management program  
 GHG = greenhouse gas  
 HSR = high-speed rail  
 ITS = Intelligent Transportation System  
 LOS = level of service  
 MUNI = San Francisco Municipal Railway  
 PCJPB = Peninsula Corridor Joint Powers Board  
 SamTrans = San Mateo County Transit District  
 TOD = transit-oriented development  
 VMT = vehicle miles traveled  
 VTA = Santa Clara Valley Transportation Authority  
 VTA = Santa Clara Valley Transportation Authority

## Air Quality and Greenhouse Gases

**Table 2 Regional and Local Plans and Policies Relevant to Air Quality and Greenhouse Gases**

Plans and Policies	Summary
<b>Regional</b>	
<i>Plan Bay Area 2040 (2017)</i>	<p>The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted <i>Plan Bay Area 2040</i> as the Bay Area’s long-term regional transportation and land use blueprint in July 2017. The following targets are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Target #1: Reduce per-capita CO<sub>2</sub> emissions from cars and light-duty trucks by 15 percent.</li> <li>▪ Target #3: Reduce adverse health impacts associated with air quality, road safety, and physical inactivity by 10 percent.</li> </ul>
<b>City and County of San Francisco</b>	
<i>City and County of San Francisco General Plan (1996, 2004)</i>	<p>The City and County of San Francisco adopted the <i>San Francisco General Plan</i> in 1996, with partial updates to the Environmental Protection Element in 2004. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Air Quality Objective 1.1: Cooperate with regional agencies to promote air quality improvement in San Francisco which, in turn, will contribute to air quality improvements at the regional level.</li> <li>▪ Air Quality Objective 1.3: Support and encourage implementation of stationary control measures established by the State.</li> <li>▪ Air Quality Objective 4.3: Minimize exposure of San Francisco’s population, especially children and the elderly, to air pollutants.</li> <li>▪ Air Quality Objective 5.1: Continue policies to minimize particulate matter emissions during road and building construction and demolition.</li> <li>▪ Air Quality Objective 5.2: Encourage the use of building and other construction materials and methods which generate minimum amounts of particulate matter during construction as well as demolition.</li> <li>▪ Air Quality Objective 6.1: Encourage emission reduction through energy conservation to improve air quality.</li> <li>▪ Environmental Protection Element, Air Quality Objective 4.1: Support and comply with objectives, policies, and air quality standards of BAAQMD.</li> <li>▪ Environmental Protection Element, Air Quality Objective 4.3: Encourage greater use of mass transit in the downtown area and restrict the use of motor vehicles where such use would impair air quality.</li> <li>▪ Environmental Protection Element, Energy Objective 15.1: Increase the use of transportation alternatives to the automobile.</li> </ul>
<i>Transit Center District Plan, A Sub-Area Plan of the Downtown Plan (2012)</i>	<p>The City and County of San Francisco adopted the <i>Transit Center District Plan, A Sub-Area Plan of the Downtown Plan</i> in 2012. The following objective is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Objective 4.7: The District’s transportation system will further sustainability goals. Advance the goals of the City’s Climate Action Plan, by reducing greenhouse gas emissions generated by vehicular transportation.</li> </ul>

Plans and Policies	Summary
<b>San Mateo County</b>	
<i>San Mateo County General Plan</i> (2013)	<p>The County of San Mateo adopted the <i>San Mateo County General Plan</i> in 1986, and updated the goals and policies in 2013. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 12.10: Balance and attempt to minimize adverse environmental impacts resulting from transportation system improvements in the County.</li> <li>▪ Goal 12.11: Promote the development of energy-conserving transportation systems in the County.</li> </ul> <p>In 2013, the County of San Mateo added to the general plan the Energy and Climate Change Element. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Promote and implement policies and programs to reduce community-wide GHG emissions.</li> <li>▪ Policy 1.2: Evaluate the GHG emissions impacts of development projects as part of plan review.</li> <li>▪ Policy 10.1: Encourage the location and design of new development, remodels, or expansions to anticipate and mitigate climate change risks.</li> </ul>
<i>North Fair Oaks Community Plan</i> (2011)	<p>The County of San Mateo last updated the <i>North Fair Oaks Community Plan</i> in 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 5.21: Ensure that North Fair Oaks has clean, healthy air and water.</li> <li>▪ Policy 21A: Reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as heavy industry, railroads, diesel trucks and nearby roadways.</li> <li>▪ Policy 21B: Ensure that sensitive uses such as schools, childcare centers, parks and playgrounds, housing and community gathering places are protected from adverse impacts of emissions wherever and to the greatest extent possible.</li> <li>▪ Policy 21F: Support regional, state and national initiatives and programs to reduce GHG emissions and air quality impacts locally.</li> </ul>
<b>City of Brisbane</b>	
<i>City of Brisbane General Plan</i> (1994, 2019)	<p>The City of Brisbane adopted the <i>City of Brisbane General Plan</i> in 1994 and amended the Community Health and Safety Element in 2019. The following policies and programs are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 142: Continue to support vehicle trip-reduction programs to conserve non-renewable fuels.</li> </ul> <p>Community Health and Safety</p> <ul style="list-style-type: none"> <li>▪ Policy 193: As a part of land use development analysis, consider the impacts on air resources that will be generated by a project through mobile sources.</li> <li>▪ Program 193b: In conjunction with land use development applications and CEQA review, evaluate whether a proposal may have a significant effect on air quality because of mobile emissions. Require environmental impact analysis and mitigation plans and monitoring, as appropriate.</li> <li>▪ Policy 199: Encourage County and regional transportation agencies to improve transit and transportation systems in ways that reduce mobile source emissions.</li> <li>▪ Program 202b: Require that demolition and construction projects conform to BAAQMD recommended dust control measures.</li> <li>▪ Policy 203: Consider issues of stationary emission in land use planning and project review.</li> </ul>



Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Program 203a: As part of land use planning, establish buffer zones between sensitive receptors and significant emissions sources, including uses that cause offensive odors or dust.</li> </ul>
<b>City of South San Francisco</b>	
<p><i>South San Francisco General Plan (2014)</i></p>	<p>The City of South San Francisco adopted the <i>South San Francisco General Plan</i> in 1999 and amended it in 2014. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 4.2-G-10: Make efficient use of existing transportation facilities and, through the arrangement of land uses, improved alternate modes, and enhanced integration of various transportation systems serving South San Francisco, strive to reduce the total VMT.</li> <li>▪ Policy 7.3-G-1: Continue to work toward improving air quality and meeting all national and State ambient air quality standards and by reducing the generation of air pollutants both from stationary and mobile sources, where feasible.</li> <li>▪ Policy 7.3-G-2: Mitigate the community of South San Francisco's impact on climate change by reducing GHG emissions consistent with state guidance.</li> <li>▪ Policy 7.3-G-3: Reduce energy use in the built environment.</li> <li>▪ Policy 7.3-G-4: Encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.</li> <li>▪ Policy 7.3-G-6: Minimize conflicts between sensitive receptors and emissions generators by distancing them from one another.</li> <li>▪ Policy 7.3-I-1: Cooperate with BAAQMD to achieve emissions reductions for nonattainment pollutants and their precursors, including carbon monoxide, ozone, and PM<sub>10</sub>, by implementation of air pollution control measures as required by State and federal statutes.</li> <li>▪ Policy 7.3-I-2: Use the City's development review process and CEQA regulations to evaluate and mitigate the local and cumulative effects of new development on air quality and GHG emissions.</li> <li>▪ Policy 7.3-I-3: Adopt the standard construction dust abatement measures included in BAAQMD's CEQA Guidelines.</li> </ul>
<b>City of San Bruno</b>	
<p><i>San Bruno General Plan (2009)</i></p>	<p>The City of San Bruno adopted the <i>San Bruno General Plan</i> in 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy ERC-26: Require dust abatement actions for all new construction and redevelopment projects.</li> <li>▪ Policy ERC-32: Coordinate air quality planning efforts with local, regional, and State agencies. Support BAAQMD's efforts to monitor and control air pollutants from stationary sources.</li> <li>▪ Policy ERC-33: Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.</li> <li>▪ Policy ERC-34: Require that adequate buffer distances be provided between odor sources and sensitive receptors, such as schools, hospitals, and community centers.</li> <li>▪ Policy HS-28: Require that lead-based paint and asbestos surveys be conducted by qualified personnel prior to structural demolition or renovation, in buildings constructed prior to 1980.</li> <li>▪ Policy HS-29: Require abatement of lead-based paint and asbestos prior to structural renovation and demolition, and compliance with all State, federal, Occupational Safety and</li> </ul>

Plans and Policies	Summary
	Health Administration, BAAQMD, and San Mateo County Health, Environmental Health Division rules and regulations.
<b>City of Millbrae</b>	
<p><i>City of Millbrae General Plan (1998)</i></p>	<p>The City of Millbrae adopted the <i>General Plan Update</i> in 1998. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy PC6.5: Air Quality. Strive to achieve federal and state air quality standards by managing locally generated pollutants, coordinating with other jurisdictions, and implementing measures to reduce automobile trips in Millbrae and the region. Require that local project Environmental Impact Reports meet the air quality analysis criteria set forth by BAAQMD.</li> <li>▪ Policy PC6.6: Air Pollution Sensitive Land Uses. To the extent feasible, separate air pollution sensitive land uses from sources of air pollution.</li> <li>▪ Policy PC6.7: Agency Coordination in Air Quality Improvements. Coordinate review of large projects with local, regional and state agencies to improve air quality.</li> <li>▪ Policy PC6.18: Energy Conservation. Promote energy conservation in new and existing development and encourage use of alternative energy sources, including passive heating and cooling, by allowing variances to site or building requirements (i.e., setbacks, lot coverage, building height, etc.) where consistent with public health and safety.</li> <li>▪ Policy PCIP-19: Air Quality Strategies. Implement trip reduction and energy conservation measures, including jobs/housing balance and Transportation Systems Management programs as identified in the Land Use, Circulation and Housing Elements; and coordinate with regional and state agencies and other jurisdictions in enhancing air quality.</li> </ul>
<p><i>Millbrae Station Area Specific Plan (2016)</i></p>	<p>The City of Millbrae adopted the <i>Millbrae Station Area Specific Plan</i> in 2016. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy P-IMP 10: Require applicants for new development to prepare a technical assessment evaluating potential project construction-related air quality impacts in conformance with current BAAQMD methodology.</li> <li>▪ Policy P-IMP 11: Require applicants for new development to prepare and implement construction management plans to control construction-related impacts from fugitive dust, emissions, noise, and traffic. Project construction management plans shall include, but are not limited to, the following: <ul style="list-style-type: none"> <li>- Current BAAQMD basic control measures for fugitive dust control in addition to other feasible measures that may be identified in project-level technical air quality assessments, when required;</li> <li>- A list of all construction equipment to be used during construction that identifies the make, model, and number of each piece of equipment;</li> <li>- Location of construction staging areas for materials, equipment, and vehicles;</li> <li>- Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation, and or haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsors; safety; and provision for monitoring surface streets used</li> <li>- Provisions for pedestrian and bicycle circulation through the congestion zone;</li> </ul> </li> <li>▪ Policy P-UTIL 10: Incorporate energy conserving design and equipment into new development in order to promote energy conservation</li> </ul>

Plans and Policies	Summary
<b>City of Burlingame</b>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The <i>Envision Burlingame General Plan</i> was adopted in January 2019. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy HP-2.3: GHG Reduction Targets. Work to achieve GHG emissions reductions locally that are consistent with the targets established by AB 32 (California Global Warming Solutions Act of 2006) and subsequent supporting legislation.</li> <li>▪ Policy HP-2.11: Innovative Technologies. Encourage the advancement of emerging technologies and innovations around energy, waste, water, and transportation Support local green technology businesses. Explore demonstration project opportunities.</li> <li>▪ Policy HP-3.1: Regional Air Quality Standards. Support regional policies and efforts to improve air quality, and participate in regional planning efforts with BAAQMD to meet or exceed air quality standards.</li> <li>▪ Policy HP-3.2: Local Air Quality Standards. Work with local businesses, industries, and developers to reduce the impact of stationary and mobile sources of pollution. Ensure that new development does not create cumulative net increases in air pollution, and require TDM Techniques when air quality impacts are unavoidable.</li> <li>▪ Policy HP-3.4: Air Pollution Reduction. Support regional efforts to improve air quality, reduce auto use, expand infrastructure for alternative transportation, and reduce traffic congestion. Focus efforts to reduce truck idling to two minutes or fewer in industrial and warehouse districts along Rollins Road and the Inner Bayshore.</li> <li>▪ Policy HP-3.7: Proximity to Sensitive Locations. Avoid locating stationary and mobile sources of air pollution near sensitive uses such as residences, schools, childcare facilities, healthcare facilities, and senior living facilities. Where adjacencies exist, include site planning and building features that minimize potential conflicts and impacts.</li> <li>▪ Policy HP-3.11: Dust Abatement. Require dust abatement actions for all new construction and redevelopment projects.</li> <li>▪ Policy HP-3.12: Construction Best Practices. Require construction projects to implement BAAQMD’s Best Practices for Construction to reduce pollution from dust and exhaust as feasible.</li> <li>▪ Goal M-5: Implement TDM strategies that reduce overall vehicle trips and encourage the use of transportation modes that reduce VMT and GHG emissions.</li> <li>▪ Goal M-7: Use parking management strategies that promote parking availability, housing affordability, congestion management, and improved air quality.</li> <li>▪ Goal M-8: Achieve air quality, sustainability, and GHG emission reduction objectives through technology upgrades and improved management of Burlingame’s streets.</li> <li>▪ Policy M-8.2: Vehicle Trip Reduction. Support vehicle trip reduction strategies, including building safer and more inviting active transportation networks, supporting connections to high frequency and regional transit, implementing TDM programs, and integrating land use and transportation decisions.</li> <li>▪ Policy IF-1.3: Neighborhood Compatibility. Ensure that public facilities and infrastructure are located, designed, and maintained so that noise, light, glare, or odors associated with these facilities will not adversely affect nearby land uses, particularly residential areas. Require these facilities to use building and landscaping materials that are compatible with or screen them from neighboring properties.</li> </ul>
<p><i>Burlingame Downtown Specific Plan (2018)</i></p>	<p>The City of Burlingame adopted the <i>Burlingame Downtown Specific Plan</i> in 2010 and amended it in 2018. The following goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal D-5: Explore ways of promoting green design in the downtown area; promote design that decreases the carbon footprint.</li> </ul>

Plans and Policies	Summary
<i>North Burlingame/Rollins Road Specific Plan (2007)</i>	<p>The City of Burlingame adopted the <i>North Burlingame/Rollins Road Specific Plan</i> in 2004, with amendments in 2007. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ E-3: Encourage development design that facilitates safe pedestrian activity in conjunction with efficient vehicular circulation on city streets.</li> </ul>
<b>City of San Mateo</b>	
<i>A Vision of San Mateo in 2030, Circulation and Urban Design Elements (2015)</i>	<p>The City of San Mateo last updated the Circulation and Urban Design Elements of <i>A Vision of San Mateo in 2030</i> in 2015. The following policies are relevant to the project:</p> <p>Circulation</p> <ul style="list-style-type: none"> <li>▪ Policy C 6.5: Transit Oriented Development Areas (TOD). Concentrate future development near rail transit stations in the City's designated TOD areas by collaborating with partners to provide incentives for development and TDM within TOD areas, and encouraging developments within TOD Areas to maximize population and employment within allowable zoning limits, consistent with direction from the City's CAP.</li> </ul> <p>Urban Design</p> <ul style="list-style-type: none"> <li>▪ Policy UD 2.14: Sustainable Design and Building Construction. Require new development and building alterations to conform with the City's CAP and subsequent City Council adopted goals, policies, and standards pertaining to sustainable building design and construction.</li> </ul>
<i>San Mateo Downtown Area Plan (2009)</i>	<p>The City of San Mateo adopted the <i>San Mateo Downtown Area Plan</i> in 2009. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ VIII. 4 Support Sustainable Transportation Initiatives. Implement Downtown Area Plan policies calling for use of TDM measures, establishment of a Transportation Management Association, and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.</li> </ul>
<i>San Mateo Rail Corridor Transit-Oriented Development Plan (2005)</i>	<p>The City of San Mateo adopted the <i>San Mateo Rail Corridor Transit-Oriented Development Plan</i> in 2005. The following objective is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Objective (F): Manage Traffic and Encourage Alternatives to Driving</li> </ul>
<i>Hillsdale Station Area Plan (2011)</i>	<p>The City of San Mateo adopted the <i>Hillsdale Station Area Plan</i> in 2011. The following goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal TRA-5: Provide a safe, functional and coherent system of pedestrian and bicycle-friendly facilities that support the use of alternative travel modes and directly connect the Station Area to nearby residential, retail, office, and mixed-use developments.</li> </ul>
<b>City of Belmont</b>	
<i>Belmont General Plan (2017)</i>	<p>The City of Belmont adopted the Belmont General Plan in 2017. The following goals, actions, and polices are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 5.10: Reduce emissions of ozone-producing pollutants and particulate matter to improve regional air quality and protect the health of Belmont and Bay Area residents.</li> <li>▪ Policy 5.10-1: Coordinate air quality planning efforts with other local, regional, and State agencies.</li> <li>▪ Policy 5.10-2: Require that new development with sensitive uses that is located adjacent to sources of TAC be designed to minimize any potential health risks.</li> <li>▪ Policy 5.10-3: Ensure that construction and grading activities minimize short-term impacts to air quality by employing appropriate mitigation measures and best practices.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Action 5.10-3.a: Require applicants proposing new development projects within the Planning Area to require their contractors, as a condition of contract, to reduce construction-related GHG emissions by implementing BAAQMD’s recommended best management practices, including (but not limited to) the following measures (based on BAAQMD’s (2011) CEQA Guidelines):               <ul style="list-style-type: none"> <li>- Use local building materials of at least 10 percent (sourced from within 100 miles of the planning area).</li> <li>- Recycle and reuse at least 50 percent of construction waste or demolition materials.</li> </ul> </li> <li>▪ Policy 5.10-4: Support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions and improve air quality.</li> <li>▪ Policy 5.10-6: Ensure compliance with the most current Bay Area Clean Air Plan by implementing the Plan’s recommended Transportation Control Measures. See Policy 3.2.3.</li> <li>▪ Goal 5.11: Reduce emissions of GHG to 15 percent below the 2005 baseline levels by 2020 and to 50 percent below the 2005 baseline levels by 2035.</li> <li>▪ Action 5.11-2a: Support local actions that will reduce motor vehicle use, support alternative forms of transportation, improve energy efficiency, require energy conservation in new construction, and manage energy in public buildings, in accordance with State law.</li> <li>▪ Policy 5.11-4: Support and participate in regional efforts to reduce GHG emissions and implement adaptation strategies.</li> </ul>
<p><i>Belmont Village Specific Plan (2017)</i></p>	<p>The City of Belmont adopted the <i>Belmont Village Specific Plan</i> in 2017. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 6.4-3. Require proponents of projects within 100 feet of existing hazardous materials case sites or TAC stationary sources, or 300 feet of gas stations or perc dry cleaners, to investigate               <ul style="list-style-type: none"> <li>- 1) the site’s health risk,</li> <li>- 2) applicable Air District risk standards,</li> <li>- 3) use compatibility at the location in question (some kinds of uses might be at lower risk than others), and</li> <li>- 4) potential feasible design-related risk mitigation measures.</li> </ul> </li> </ul> <p>If the investigation results show that the health risk exceeds the Air District standards for TACs, require project proponents to include design-related risk mitigation measures, such as upgraded ventilation systems with high efficiency filters (air filters rated at a minimum efficiency reporting value 13 or higher) or equivalent mechanisms, to minimize health risks for future residents. Existing stationary TAC sources are mapped in Figure 6-5 of the <i>Belmont Village Specific Plan</i>; however, project proponents are expected to check Air District databases for the latest data on stationary TAC sources and risk standards. Project proponents must provide evidence to the City of consultation with the Air District and the Regional Water Quality Control Board in making refinements to project designs to reduce applicable hazardous materials and/or TAC risk.</p>
<p><b>City of San Carlos</b></p>	
<p><i>San Carlos 2030 General Plan (2009)</i></p>	<p>The City of San Carlos adopted the <i>San Carlos 2030 General Plan</i> in 2009. The following policies, goals, and actions are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU-8.18: Encourage “green building” practices in new development and redevelopment, such as those that make a building more energy efficient and reduces its effect on human health and the environment through better siting, design, construction, maintenance and operation.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal EM-6: Support atmospheric conditions that are clean, healthful, provides maximum visibility and meets air quality standards.</li> <li>▪ Policy EM-6.1: Support and comply with the BAAQMD, State and federal standards and policies that improve air quality in the Bay Area.</li> <li>▪ Policy EM-6.2: Support and encourage commercial uses to adopt environmentally friendly technologies and to reduce the release of pollutants.</li> <li>▪ Policy EM-6.3: Support the reduction of emission of particulates from wood burning appliances, construction activity, automobiles, trucks and other sources.</li> <li>▪ Policy EM-6.4: Implement BAAQMD guidelines that establish minimum screening or buffer distances between emission sources and sensitive receptors. Exceptions may be made for projects that do not meet the distance requirements, but can be determined compatible with adjacent uses through a project-specific study that determines potential health risk. Mitigation measures shall be required to reduce these risk to acceptable levels.</li> <li>▪ Policy EM-6.5: Consider potential impacts form land uses that may emit pollution and/or odors when locating air pollution sources near sensitive receptors. Air pollution sources could include freeways, industrial uses, hazardous material storage, waste disposal/transfer stations and other similar uses.</li> <li>▪ Policy EM-6.6: BAAQMD recommended measures to reduce PM<sub>10</sub> and exhaust emissions associated with construction shall be applied to new development in San Carlos.</li> <li>▪ Action EM-6.1: Require review by appropriate agencies of development applications that may create potential air quality impacts to assure compliance with relevant regulations.</li> <li>▪ Policy EM-7.1: Take appropriate action to address climate change and reduce GHG emissions.</li> <li>▪ Policy EM-7.3: Participate in regional, State and federal efforts to reduce GHG emissions and mitigation the impacts resulting from climate change.</li> <li>▪ Policy EM-7.4: Utilize the expertise of regional, State and federal agencies when developing, revising and implementing GHG reduction strategies.</li> <li>▪ Policy EM-7.5: Support GHG emission reduction measures and climate change resiliency strategies that are cost effective and help create an environmentally sustainable, livable and equitable community. The cost of implementation to the City and the private sector shall be considered prior to the adoption of any GHG reduction strategy.</li> <li>▪ Policy EM-7.7: Collaborate with stakeholders and volunteers in the formulation and implementation of GHG reduction strategies.</li> <li>▪ Goal EM-9: Reduce energy consumed citywide.</li> <li>▪ Policy CSS-4.6: Prohibit land uses and development which emit odors, particulates, light glare, or other environmentally-sensitive contaminants from being located within proximity of schools, community centers, senior homes and other sensitive receptors. Sensitive receptors shall be prohibited from locating in the proximity of environmentally sensitive contaminants.</li> </ul>
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan (2010)</i></p>	<p>The City of Redwood City adopted the <i>Redwood City General Plan</i> in 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy BE-25.1: Accommodate and encourage alternative transportation modes to achieve Redwood City’s mobility goals and reduce vehicle trip generation and VMT.</li> <li>▪ Policy BE-28.2: Support attractive and pedestrian-friendly railroad track grade- separated crossings and other appropriate measures to mitigate potential noise, air pollution, safety, and traffic impacts of increased Caltrain service and new high-speed rail service.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal PS-1: Maintain good local air quality, and reduce the local contributions of airborne pollutants to the air basin.</li> <li>▪ Policy PS-1.2: Minimize vehicle emissions by reducing automobile use and encouraging alternative means of transportation.</li> <li>▪ Policy PS-1.3: Pursue efforts to reduce air pollution and GHG emissions by promoting the use of renewable energy (e.g., solar, wind, and hydroelectric power), and implement effective energy conservation and efficiency measures.</li> <li>▪ Policy PS-1.4: Integrate air quality planning with land use, economic development, and transportation planning.</li> <li>▪ Policy PS-1.5: Require projects that generate potentially significant levels of air pollutants to incorporate the most effective air quality mitigation into project design, as feasible.</li> <li>▪ Goal PS-2: Minimize the potential impacts from land uses that may pollute proximate to sensitive receptors.</li> <li>▪ Policy PS-2.5: Encourage the development and/or implementation of new technologies that address or mitigate pollutant emissions at the Port, transportation facilities, and industrial use locations.</li> <li>▪ Policy PS-3.1: Support programs that increase ridesharing, reduce pollutants generated by vehicle use, and meet the transportation control measures recommended by BAAQMD in the most recent Clean Air Plan.</li> <li>▪ Policy PS-3.2: Support programs that decrease vehicle emissions by increasing the number of housing units located near jobs and transit, and encouraging commuting via transit, walking, and bicycling; thereby decreasing VMT.</li> <li>▪ Goal PS-4: Promote efficient management and use of energy resources to help minimize GHG emissions.</li> <li>▪ Goal PS-5: Mitigate against and adapt to climate change.</li> <li>▪ Policy PS-5.2: Strive to reduce per capita GHG emissions and total municipal GHG emissions to 15 percent below 2005 levels by 2020.</li> <li>▪ Policy PS-5.3: Reduce GHG emissions and adapt to climate change with efforts in the following areas. Major mitigation and adaptation strategies will include:             <ul style="list-style-type: none"> <li>- Energy. Incentivize renewable energy installation, facilitate green technology and business, and reduce community-wide energy consumption.</li> <li>- Land Use. Encourage investment and development in Downtown, transit-oriented development, compact development, infill development, and a mix of uses. Discourage development on land vulnerable to flooding from sea level rise where potential impacts cannot be adequately addressed.</li> <li>- Transportation. Enhance bicycling and walking infrastructure, and support public transit, including Caltrain, rapid rail, streetcars, and public bus service.</li> <li>- Buildings. Educate developers regarding the City's Green Building Ordinance, and develop an assessment of green building techniques as a formal stage of City design review. Consider strategies to encourage energy and water conservation retrofits in existing buildings. Adaptation strategies will also include increased water efficiency in buildings.</li> <li>- Waste. Increase composting, recycling, and efforts to reduce waste generation, focusing especially on large commercial and industrial waste producers.</li> <li>- Ecology. Plant trees and more vegetation, and endeavor to preserve open space. Major climate adaptation strategies will include native and drought-resistant planting and preservation of open space buffers near floodplains that may be affected by sea level rise.</li> </ul> </li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>- Government Operations. Develop green procurement plans and seek energy savings in operations and maintenance of City facilities.</li> <li>- Communication and Programs. Develop or support energy- or climate change-themed publications and workshops, facilitate energy audits for residents, and establish partnerships to reduce GHG emissions.</li> </ul>
<b>City of Menlo Park</b>	
<p><i>City of Menlo Park General Plan (2013, 2016)</i></p>	<p>The City of Menlo Park adopted the <i>City of Menlo Park General Plan</i> in 2016. The following goals and policies are relevant to the proposed project:</p> <ul style="list-style-type: none"> <li>▪ Policy CIRC-2.15: Regional Transportation Improvements. Work with neighboring jurisdictions and appropriate agencies to coordinate transportation planning efforts and to identify and secure adequate funding for regional transportation improvements to improve transportation options and reduce congestion in Menlo Park and adjacent communities.</li> <li>▪ Goal CIRC-3: Increase mobility options to reduce traffic congestion, GHG emissions, and commute travel time.</li> <li>▪ Policy CIRC-3.1: VMT. Support development and transportation improvements that help reduce per service population (or other efficiency metric) VMT.</li> <li>▪ Policy CIRC-3.2: GHG Emissions. Support development, transportation improvements, and emerging vehicle technology that help reduce per capita (or other efficiency metric) GHG emissions.</li> <li>▪ Policy CIRC-3.3: Emerging Transportation Technology. Support efforts to fund emerging technological transportation advancements, including connected and autonomous vehicles, emergency vehicle pre-emption, sharing technology, electric vehicle technology, electric bikes and scooters, and innovative transit options.</li> <li>▪ Policy CIRC-4.1: Global GHG Emissions. Encourage the safer and more widespread use of nearly zero-emission modes, such as walking and biking, and lower emission modes like transit, to reduce GHG emissions.</li> <li>▪ Policy CIRC-4.2: Local Air Pollution. Promote non-motorized transportation to reduce exposure to local air pollution, thereby reducing risks of respiratory diseases, other chronic illnesses, and premature death.</li> <li>▪ Policy OSC4.2: Sustainable Building. Promote and/or establish environmentally sustainable building practices or standards in new development that would conserve water and energy, prevent stormwater pollution, reduce landfilled waste, and reduce fossil fuel consumption from transportation and energy activities.</li> <li>▪ Policy OSC5.1: Air and Water Quality Standards. Continue to apply standards and policies established by BAAQMD, San Mateo Countywide Water Pollution Prevention Program, and City of Menlo Park CAP through the CEQA process and other means as applicable.</li> <li>▪ Policy OSC5.2: Development in Industrial Areas. Evaluate development projects in industrial areas for impacts to air and water resources in relation to truck traffic, hazardous materials use and production-level manufacturing per CEQA and require measures to mitigate potential impacts to less than significant levels.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>Santa Clara County developed the <i>Santa Clara County General Plan</i> was adopted in 1994. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy C-TR 11: Santa Clara County shall participate in updating and implementing the Congestion Management Plan, the provisions of which as set forth by law:             <ol style="list-style-type: none"> <li>a. establish priority for air quality goals and objectives and development of alternatives to automobile travel; and</li> </ol> </li> </ul>



Plans and Policies	Summary
	<p>b. allow additional road capacity to be created only when all feasible automobile travel demand measures have been implemented.</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 80: Sub-regional/countywide planning for Santa Clara County should place major emphasis on the inter-related goals, strategies and policies for improving energy efficiency in transportation, air quality, and reducing traffic congestion.</li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan (2017)</i></p>	<p>The Palo Alto City Council adopted the <i>Palo Alto Comprehensive Plan</i> in 2017. The following goals, policies, and programs are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy N-5.1: Support regional, State, and federal programs that improve air quality in the Bay Area because of its critical importance to a healthy Palo Alto.</li> <li>▪ Policy N-5.3: Reduce emissions of particulates from, manufacturing, dry cleaning, construction activity, grading, wood burning, landscape maintenance, including leaf blowers and other sources.</li> <li>▪ Policy N-5.4: All potential sources of odor and/or TACs shall be adequately buffered, or mechanically or otherwise mitigated to avoid odor and toxic impacts that violate relevant human health standards.</li> <li>▪ Policy N-5.5: Support BAAQMD in its efforts to achieve compliance with existing air quality regulations by continuing to require development applicants to comply with BAAQMD construction emissions control measures and health risk assessment requirements.</li> <li>▪ Goal N-8: Actively support regional efforts to reduce our contribution to climate change while adapting to the effects of climate change on land uses and city services.</li> <li>▪ Policy N-8.1: Take action to achieve target reductions in GHG emission levels from City operations and the community activity of 80 percent below 1990 levels by 2030.</li> <li>▪ Program N8.1.1: Participate in cooperative planning with regional and local public agencies, including on the Sustainable Communities Strategy, on issues related to climate change, such as GHG reduction, water supply reliability, sea level rise, fire protection services, emergency medical services and emergency response planning.</li> <li>▪ Goal T-1: Create a sustainable transportation system, complemented by a mix of land uses, that emphasizes walking, bicycling, use of public transportation, and other methods to reduce GHG emissions and the use of single occupancy motor vehicles.</li> <li>▪ Policy T-1.3: Reduce GHG and pollutant emissions associated with transportation by reducing VMT and per-mile emissions through increasing transit options, supporting biking and walking, and the use of zero-emission vehicle technologies to meet City and State goals for GHG reductions by 2030.</li> </ul>
<b>City of Mountain View</b>	
<p><i>Mountain View 2030 General Plan (2012)</i></p>	<p>The City of Mountain View adopted the <i>Mountain View 2030 General Plan</i> in 2012. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy INC 12.2: Emissions reduction strategies. Develop cost-effective strategies for reducing GHG emissions.</li> <li>▪ Policy INC 13.3: Coordinating efforts. Support regional and local efforts and programs to reduce energy use.</li> <li>▪ Policy INC 20.2: Collaboration. Participate in state and regional planning efforts to improve air quality.</li> <li>▪ Policy INC 20.3: Pollution-reduction technologies. Encourage the use of non-fossil fuels and other pollution-reduction technologies in transportation, machinery and industrial processes.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy INC 20.6: Air quality standards. Protect the public and construction workers from construction exhaust and particulate emissions.</li> <li>▪ Policy INC 20.7: Protect sensitive receptors. Protect the public from substantial pollutant concentrations.</li> <li>▪ Policy INC 20.8: Offensive odors. Protect residents from offensive odors.</li> <li>▪ Goal MOB-9: Achievement of state and regional air quality and GHG emission reduction targets.</li> <li>▪ Policy MOB 9.2: Reduced VMT. Support development and transportation improvements that help reduce GHG emissions by reducing per capita VMT.</li> </ul>
<b>City of Sunnyvale</b>	
<p><i>Sunnyvale General Plan</i> (2011, 2017)</p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011, and the Land Use and Transportation chapter was updated in April 2017. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LT-1.11c: Consider potential climate change impacts when preparing local planning documents and processes.</li> <li>▪ Policy LT-2.2: Reduce GHG emissions that affect climate and the environment through land use and transportation planning and development.</li> <li>▪ Goal EM-11: Improved Air Quality. Improve Sunnyvale's air quality and reduce the exposure of its citizens to air pollutants.</li> <li>▪ Policy EM-11.1: The City should actively participate in regional air quality planning.</li> <li>▪ Policy EM-11.5: Reduce automobile emissions through traffic and transportation improvements.</li> <li>▪ Policy EM-11.6: Contribute to a reduction in Regional VMT.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan</i> (2010)</p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara 2010–2035 General Plan</i> in 2010. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 5.10.2-P1: Support alternative transportation modes and efficient parking mechanisms to improve air quality.</li> <li>▪ 5.10.2-P2: Encourage development patterns that reduce VMT and air pollution.</li> <li>▪ 5.10.2-P3: Encourage implementation of technological advances that minimize public health hazards and reduce the generation of air pollutants.</li> <li>▪ 5.10.2-P4: Encourage measures to reduce GHG emissions to reach 30 percent below 1990 levels by 2020.</li> <li>▪ 5.10.2-P6: Require “Best Management Practices” for construction dust abatement.</li> <li>▪ 5.8.1-P4: Expand transportation options and improve alternate modes that reduce GHG emissions.</li> <li>▪ 5.10.3-P15: Explore opportunities for alternative energy “fueling stations” and promote participation in shuttle services that use new technology vehicles to reduce GHG emissions.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan</i> (2018)</p>	<p>The <i>Envision San José 2040 General Plan</i> was adopted in 2011, and amended in 2018. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ MS-1.7 Encourage retrofits for existing buildings throughout San José to use green building principles in order to mitigate the environmental, economic, and social impact of</li> </ul>

Plans and Policies	Summary
	<p>those buildings, to achieve greenhouse gas reductions, and to improve air and water quality.</p> <ul style="list-style-type: none"> <li>▪ MS-4.1 Promote the use of building materials that maintain healthful indoor air quality in an effort to reduce irritation and exposure to toxins and allergens for building occupants.</li> <li>▪ MS-4.2 Encourage construction and pre-occupancy practices to improve indoor air quality upon occupancy of the structure.</li> <li>▪ MS-10.1 Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.</li> <li>▪ MS-10.2 Consider the cumulative air quality impacts from proposed developments for proposed land use designations changes and new development, consistent with the region's Clean Air Plan and State law.</li> <li>▪ MS-10.3 Promote the expansion and improvement of public transportation services and facilities, where appropriate, to both encourage energy conservation and reduce air pollution.</li> <li>▪ MS-10.4 Encourage effective regulation of mobile and stationary sources of air pollution, both inside and outside of San José. In particular, support Federal and State regulations to improve automobile emission controls.</li> <li>▪ MS-10.7 Encourage regional and statewide air pollutant emission reduction through energy conservation to improve air quality.</li> <li>▪ MS-10.8 Minimize vegetation removal required for fire prevention. Require alternatives to discing, such as mowing, to the extent feasible. Where vegetation removal is required for property maintenance purposes, encourage alternatives that limit the exposure of bare soil.</li> <li>▪ MS-10.9 Foster educational programs about air pollution problems and solutions.</li> <li>▪ MS-11.2 For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.</li> <li>▪ MS-11.3 Review projects generating significant heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and particulate matter.</li> <li>▪ MS-11.4 Encourage the installation of appropriate air filtration at existing schools, residences, and other sensitive receptor uses adversely affected by pollution sources.</li> <li>▪ MS-11.5 Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.</li> <li>▪ MS-13.1 Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.</li> <li>▪ MS-13.2 Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.</li> <li>▪ MS-13.3 Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ EC-7.7 Determine for any development or redevelopment site that is within 1,000 feet of a known, suspected, or likely geographic ultramafic rock unit (as identified in maps developed by the Department of Conservation – Division of Mines and Geology) or any other known or suspected locations of serpentine or naturally occurring asbestos, if naturally occurring asbestos exists and, if so, comply with the Bay Area Air Quality Management District’s Asbestos Air Toxic Control Measure requirements.</li> <li>▪ TR-1.8 Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.</li> </ul>
<i>Midtown Specific Plan (1992)</i>	<p>The <i>Midtown Specific Plan</i> was adopted in 1992. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 4.3: Future development should incorporate energy-conserving devices to promote conservation.</li> </ul>
<i>Diridon Station Area Plan (2014)</i>	<p>The <i>Diridon Station Area Plan</i> was adopted in 2014. No goals and policies are directly relevant to air quality or greenhouse gas analysis of the project.</p>

Sources: ABAG and MTC 2017; City and County of San Francisco 1996a, 2004a, 2010a, 2012a; City of South San Francisco 2014b; City of Belmont 2017a, 2017b; City of Brisbane 1994, 2019; City of Burlingame 2007, 2018a, 2019; City of Menlo Park 2013, 2016; City of Millbrae 1998, 2016a; City of Mountain View 2012; City of Palo Alto 2017a; City of Redwood City 2010; City of San Bruno 2009; City of San Carlos 2009; City of San Jose 1992, 2014, 2018; City of San Mateo 2005, 2009, 2011a, 2015a, 2015b; City of Santa Clara 2010; City of Sunnyvale 2011, 2017; County of San Mateo 2011, 2013a, 2013b; County of Santa Clara 1994

AB = (California) Assembly Bill

BAAQMD = Bay Area Air Quality Management District

CAP = Climate Action Plan

CEQA = California Environmental Quality Act

CO<sub>2</sub> = carbon dioxide

GHG = greenhouse gas

PM<sub>10</sub> = particulate matter smaller than or equal to 10 microns in diameter

TAC = toxic air contaminant

TDM = transportation demand management

TOD = Transit Oriented Development Areas

VMT = vehicle miles traveled

## Noise and Vibration

**Table 3 Regional and Local Plans and Polices Relevant to Noise and Vibration**

Plan/Policy Document	Summary
<b>City and County of San Francisco</b>	
<p><i>San Francisco General Plan, Environmental Protection Element (2004)</i></p>	<p>The Environmental Protection Element of the San Francisco General Plan was amended in December 2004. It establishes the overall policy framework for countywide land use and urban development, including noise and vibration. The plan includes the following objectives policies relevant to noise and vibration:</p> <p>Objective 9: Reduce transportation-related noise.</p> <ul style="list-style-type: none"> <li>▪ Policy 9.1: Enforce noise emission standards for vehicles.</li> <li>▪ Policy 9.2: Impose traffic restrictions to reduce transportation noise.</li> <li>▪ Policy 9.3: Limit city purchases of vehicles to models with the lowest noise emissions and adequately maintain city-owned vehicles and travel surfaces.</li> <li>▪ Policy 9.4: Regulate use of emergency sirens.</li> <li>▪ Policy 9.5: Retain and expand the electric trolley network.</li> <li>▪ Policy 9.6: Discourage changes in streets which will result in greater traffic noise in noise-sensitive areas.</li> </ul> <p>Objective 10: Minimize the impact of noise on affected areas.</p> <ul style="list-style-type: none"> <li>▪ Policy 10.1: Promote site planning, building orientation and design, and interior layout that will lessen noise intrusion.</li> <li>▪ Policy 10.2: Promote the incorporation of noise insulation materials in new construction</li> <li>▪ Policy 10.3: Construct physical barriers to reduce noise transmission from heavy traffic carriers.</li> </ul> <p>Objective 11: Promote land uses that are compatible with various transportation noise levels.</p> <ul style="list-style-type: none"> <li>▪ Policy 11.1: Discourage new uses in areas in which the noise level exceeds the noise compatibility guidelines for that use. <i>[Refer to the land use compatibility chart for community noise.]</i></li> <li>▪ Policy 11.2: Consider the relocation to more appropriate areas of those land uses which need more quiet and cannot be effectively insulated from noise in their present location, as well as those land uses which are noisy and are presently in noise-sensitive areas.</li> <li>▪ Policy 11.3: Locate new noise-generating development so that the noise impact is reduced.</li> </ul>
<p>San Francisco Police Code Article 29</p>	<p>The San Francisco Police Code Article 29: Regulation of Noise Guidelines for Noise Control Ordinance Monitoring and Enforcement establishes noise guidelines for San Francisco. The following sections from the code are relevant to the project:</p> <p>SEC. 2907. Construction Equipment. [. . .] it shall be unlawful for any person to operate any powered construction equipment if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance.</p> <p>SEC. 2908. Construction Work at Night. It shall be unlawful for any person, between the hours of 8:00 p.m. and 7:00 a.m. to erect, construct, demolish, excavate for, alter or repair any building or structure if the noise level created thereby is in excess of the ambient noise level by 5 dBA at the nearest property plane [. . .]</p>

Plan/Policy Document	Summary
	<p>Section 2909. Noise Limits. This section summarizes the noise limits for various property types:</p> <ul style="list-style-type: none"> <li>▪ Residential Property Noise Limits: No person or machine will be allowed to produce a noise level more than five dBA above the ambient on residential property or more than five dBA above the local ambient three feet from any wall, floor, or ceiling inside any dwelling unit on a multi-unit residential property.</li> <li>▪ Commercial and Industrial Noise Limits: No person or machine will be allowed to produce a noise level more than eight dBA above the local ambient on commercial or industrial property.</li> <li>▪ Public Property Noise Limits: No person or machine will be allowed to produce a noise level more than ten dBA above the local ambient at a distance of twenty-five feet or more from a public property unless the machine or device is being operated to serve or maintain the property.</li> <li>▪ Fixed Residential Interior Noise Limits: No fixed noise source may cause the noise level measured inside any sleeping or living room in any dwelling unit located on residential property to exceed 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00p.m. with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed.</li> </ul>
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan (2013)</i></p>	<p>The <i>San Mateo County General Plan</i> was adopted in 1986, and the policies were updated in 2013. The plan includes the following objectives policies relevant to noise and vibration:</p> <p>Goals and Objectives</p> <ul style="list-style-type: none"> <li>▪ Policy 16.1: Strive Toward a Livable Noise Environment. Strive toward an environment for all residents of San Mateo County which is free from unnecessary, annoying, and injurious noise.</li> <li>▪ Policy 16.2: Reduce Noise Impacts Through Noise/Land Use Compatibility and Noise Mitigation. Reduce noise impacts within San Mateo County through measures which promote noise/land use compatibility and noise mitigation.</li> <li>▪ Policy 16.3: Promote Protection of Noise Sensitive Land Uses and Noise Reduction in Quiet Areas and Noise Impact Areas. Promote measures which: (1) protect noise sensitive land uses, (2) preserve and protect existing quiet areas, especially those which contain noise sensitive land uses, and (3) promote noise compatibility in Noise Impact Areas.</li> <li>▪ Policy 16.4: Noise Reduction Priority. Give priority to reducing noise at the source rather than at the receiver, recognizing that it is less expensive and more equitable to build noise mitigation into the source than providing for it along the path and at the receiver.</li> <li>▪ Policy 16.5: Noise Reduction along the Path and at the Receiver. Promote noise reduction along the path and at the receiver through techniques which can be incorporated into the design and construction of new and existing development including, but not limited to, site planning, noise barriers, architectural design, and construction techniques.</li> </ul> <p>Transportation Noise Reduction</p> <ul style="list-style-type: none"> <li>▪ Policy 6.17: Promote Transportation Related Noise Reduction. Promote measures which reduce transportation related noise, particularly aircraft and vehicle noise, to enhance the quality of life within San Mateo County.</li> <li>▪ Policy 16.18: Encourage Public Transportation Noise Control. Encourage public transportation carriers to make every feasible effort to reduce noise emissions</li> </ul>

Plan/Policy Document	Summary
	including, but not limited to, consideration of noise when purchasing equipment, and routing and scheduling operations.
San Mateo County Zoning Regulations	<ul style="list-style-type: none"> <li>▪ The San Mateo County zoning regulations permit construction weekdays from 7:00 a.m. to 6:00 p.m.; Saturdays from 9:00 a.m. to 5:00 p.m.; prohibited on Sundays and holidays.</li> <li>▪ The maximum exterior noise levels permitted would be:               <ul style="list-style-type: none"> <li>- Not more than 55 dBA daytime (defined as 7:00 a.m. to 10:00 p.m.) and 50 dBA nighttime (defined as 10:00 p.m. to 7:00 a.m.) for 30 minutes per hour.</li> <li>- Not more than 60 dBA daytime and 55 dBA nighttime for 15 minutes per hour.</li> <li>- Not more than 65 dBA daytime and 60 dBA nighttime for 5 minutes per hour.</li> <li>- Not more than 75 dBA daytime and 70 dBA nighttime for any length of time.</li> </ul> </li> <li>▪ The maximum exterior noise levels permitted would be:               <ul style="list-style-type: none"> <li>- Not more than 45 dBA daytime and 40 dBA nighttime for 5 minutes per hour.</li> <li>- Not more than 55 dBA daytime and 50 dBA nighttime for any length of time.</li> <li>- If the measured ambient level for any area is higher than the standard, then the ambient shall be the base noise level. In such cases, the permitted noise levels increase in 5 dBA increments above the ambient.</li> </ul> </li> </ul>
North Fair Oaks Community Plan (2011)	<p>The <i>North Fair Oaks Community Plan</i> was adopted in 2011 and defines goals and objectives for the unincorporated neighborhood of North Oaks, which is located in San Mateo County and bounded by the cities of Redwood City, Atherton, and Menlo Park. This partial list of the plan goals and objectives includes those most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Goal 5.23: Maintain acceptable noise levels in North Fair Oaks</li> <li>▪ Policy 23A: Reduce or eliminate existing objectionable noise sources and require new noise sources to comply with noise standards.</li> <li>▪ Policy 23B: Consider both indoor and outdoor noise levels to protect health and safety.</li> <li>▪ Policy 23C: Mitigate new noise impacts from traffic along Middlefield Road, El Camino Real, 5th Avenue, the rail corridor, and industrial uses within the neighborhood by buffering development sites or using other strategies to reduce or absorb sound. Where there are existing impacts, coordinate with nearby jurisdictions and agencies to advocate for design improvements that will reduce noise impacts.</li> </ul>
<b>City of Brisbane</b>	
City of Brisbane General Plan (2019)	<p>The <i>City of Brisbane General Plan</i> was adopted in 1994, and the Community Health and Safety Element was amended in 2019, which contains the following noise-related goals and objectives relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 176: Minimize the intrusion of unwarranted and intrusive noise on community life.</li> <li>▪ Program 176a: Discourage new sources that generate excessive noise.</li> <li>▪ Policy 177: Maintain ongoing communication with County, State, and Federal agencies in an effort to reduce noise impacts from regional uses.</li> <li>▪ Policy 180: Establish and enforce truck routes and times of operation for haul routes to minimize impacts on residential areas.</li> <li>▪ Policy 183: Coordinate land uses and construction conditions to minimize noise impacts of the Caltrain corridor and major highway arterials on adjacent land uses.</li> </ul>

Plan/Policy Document	Summary
City of Brisbane Code of Ordinances	<p>8.28.020. Definitions. Defines the minimum local ambient noise as 35 dBA for interior noise and 45 dBA in all other locations.</p> <p>8.28.030. Noise Levels for Residential Zoning Districts. Prohibits noise levels in single-family residential zoning districts that exceed 10 dBA above the local ambient for more than 10 minutes in any hour, more than 20 dBA above the local ambient for more than 3 minutes in any hour, or more than 30 dBA above the local ambient at any receiver.</p> <p>8.28.060. Construction Activities. Construction shall be allowed between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and 9:00 a.m. to 7:00 p.m. on weekends and holidays. No individual piece of equipment shall produce a noise level exceeding 83 dBA at a distance of 25 feet from the source, and the noise level outside the property plane of the project shall not exceed 86 dBA.</p>
<b>City of Daly City</b>	
<i>Daly City 2030 General Plan (2013)</i>	<p>The Daly City 2030 General Plan Noise Element was adopted in March 2013. It is the city's goal to "Promote a noise environment that reflects a balance of the various City objectives while providing an environment that maintains a healthy living environment; fosters relaxation and recreation; is conducive to the work environment; and provides pleasant living conditions." The updated policies that relevant to the project include:</p> <ul style="list-style-type: none"> <li>▪ Policy NE-3: Maintain a CNEL level of not more than 70 dBA <math>L_{eq}</math> in residential areas.</li> <li>▪ Policy NE-4: Maintain a noise level not in excess of 75 dBA CNEL in open space, parks, and tot lots, including outdoor activity areas such as outdoor entertainment or green space of multi-family projects.</li> <li>▪ Policy NE-5: Maintain the City's current standard of 75 dBA CNEL for office, commercial and professional areas.</li> </ul>
Daly City Code of Ordinances	<p>Daly City has outlined the code 9.22.030 for noise, which states the following:</p> <p>9.22.030 - Between the hours of 10 p.m. and 6 a.m. of the following day, no person shall cause, create or permit any noise, music, sound or other disturbance upon his property which may be heard by, or which noise disturbs or harasses, any other person beyond the confines of the property, quarters or apartment from which the noise, music, sound or disturbance emanates.</p>
<b>City of South San Francisco</b>	
<i>South San Francisco General Plan (1999)</i>	<p>The <i>South San Francisco General Plan</i>, adopted in 1999, establishes the following noise and vibration policies relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 9-G-1: Protect public health and welfare by eliminating or minimizing the effects of existing noise problems, and by preventing increased noise levels in the future.</li> <li>▪ Policy 9-G-2: Continue efforts to incorporate noise considerations into land use planning decisions and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.</li> <li>▪ Policy 9-I-8: Require the control of noise at source through site design, building design, landscaping, hours of operation, and other techniques, for new developments deemed to be noise generators.</li> <li>▪ Policy 9-I-9: Work with BART to ensure that its extension of the transit line to SFO through the city results in minimal impact from noise and ground-borne vibration.</li> </ul>



Plan/Policy Document	Summary
<p>South San Francisco Municipal Code</p>	<p>8.32.030 Maximum permissible sound levels. Noise level standards for single-family residential land use zones are: 50 dBA from 10:00 p.m. to 7:00 a.m.; 60 dBA from 7:00 a.m. to 10:00 p.m. Noise level standards for multi-family residential land use zones: 55 dBA from 10:00 p.m. to 7:00 a.m.; 60 dBA from 7:00 a.m. to 10:00 p.m. Noise level standards for commercial uses are: 60 dBA from 10:00 p.m. to 7:00 a.m.; 65 dBA from 7:00 a.m. to 10:00 p.m.</p> <p>The maximum exterior noise levels permitted would be:</p> <ul style="list-style-type: none"> <li>▪ The noise level standard for that land use for a cumulative period of more than 30 minutes in any hour;</li> <li>▪ The noise level standard plus 5 dB for a cumulative period of more than 15 minutes in any hour;</li> <li>▪ The noise level standard plus 10 dB for a cumulative period of more than 5 minutes in any hour;</li> <li>▪ The noise level standard plus 15 dB for a cumulative period of more than 1 minute in any hour; or</li> <li>▪ The noise level standard or the maximum measured ambient level, plus 20 dB for any period of time.</li> </ul> <p>If the measured ambient level for any area is higher than the standard, then the ambient shall be the base noise level. In such cases, the permitted noise levels increase in 5 dBA increments above the ambient.</p> <p>8.32.040 Interior noise limits. It is unlawful for any person to operate or cause to be operated any source of sound, on multifamily residential property or multitenant commercial or industrial property, a noise level more than 10 dB above the level allowed by [the established noise standard levels for each land use] 3 feet from any wall, floor or ceiling inside any unit on the same property when the windows and doors of the unit are closed, except within the unit in which the noise source or sources is located.</p> <p>8.32.050 Special provisions. [ . . . ] Construction, alteration, repair or landscape maintenance activities which are authorized by a valid city permit shall be allowed on weekdays between the hours of 8 a.m. and 8 p.m., on Saturdays between the hours of 9 a.m. and 8 p.m., and on Sundays and holidays between the hours of 10 a.m. and 6 p.m., if they meet at least one of the following noise limitations:</p> <ol style="list-style-type: none"> <li>(1) No individual piece of equipment shall produce a noise level exceeding 90 dB at a distance of 25 feet. [ . . . ]</li> <li>(2) The noise level at any point outside of the property plane of the project shall not exceed 90 dB.</li> </ol>
<p><b>City of San Bruno</b></p>	
<p><i>San Bruno General Plan (2009)</i></p>	<p>The <i>San Bruno General Plan</i>, adopted in 2009, establishes the following noise and vibration policies relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy HS-32: Encourage developers to mitigate ambient noise levels adjacent to major noise sources by incorporating acoustical site planning into their projects. Utilize the City's Building Code to implement mitigation measures, such as: <ul style="list-style-type: none"> <li>- Incorporating buffers and/or landscaped berms along high-noise roadways or railways;</li> <li>- Incorporating traffic calming measures and alternative intersection design within and/or adjacent to the project;</li> <li>- Using reduced-noise pavement (rubberized asphalt); and</li> <li>- Incorporating state-of-the-art structural sound attenuation measures.</li> </ul> </li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy HS-33: Prevent the placement of new noise sensitive uses unless adequate mitigation is provided. Establish insulation requirements as mitigation measures for all development, per the standards in Table 7-1.</li> <li>▪ Policy HS-34: Discourage noise sensitive uses such as hospitals, schools, and rest homes from locating in areas with high noise levels. Conversely, discourage new uses likely to produce high levels of noise from locating in areas where noise sensitive uses would be impacted.</li> <li>▪ Policy HS-38: Require developers to mitigate noise exposure to sensitive receptors from construction activities. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation at the receptor, or increase the noise attenuation rate as noise travels from the source to the receptor.</li> <li>▪ Policy HS-43: Allow reasonable latitude for noise generated by uses that are essential to community health, safety, and welfare, such as emergency vehicle operations and sirens.</li> <li>▪ Policy HS-46: Encourage transit agencies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of Caltrain, BART and bus traffic.</li> <li>▪ Policy T-84: The City shall work closely with the High Speed Rail Authority to ensure all impacts associated with the High Speed Rail Project are mitigated to the fullest extent possible. The City shall work to ensure that the design for the High Speed Rail project is consistent with the train station and grade separation design approved by the Citizens Advisory Committee and City Council.</li> </ul>
San Bruno Municipal Code	<p>Minimum ambient noise level limits are defined as 45 dBA from 10:00 p.m. and 7:00 a.m.; 60 dBA from 7:00 a.m. and 10:00 p.m.</p> <p>6.16.050 Noise levels exceeding ambient base level. [Noise levels shall not exceed] the zone ambient base level at the property plane of any property, or the zone ambient base level on any adjacent residential area zone [ . . . ] by more than 10 dB. However, during the period of 7 a.m. to 10 p.m. the ambient base level may be exceeded by 20 dB for a period not to exceed 30 minutes during any 24-hour period.</p> <p>6.16.070 Construction of buildings and projects. No person shall, within any residential zone, or within a radius of 500 feet there from, operate equipment [ . . . ] between the hours of 7 a.m. and 10 p.m., a noise level of 85 dB as measured at 100 feet, or exceed between the hours of 10 p.m. and 7 a.m. a noise level of 60 dB as measured at 100 feet [ . . . ].</p> <p>6.16.080 Public areas. A. No source of sound [ . . . ] shall exceed 70 dB at a distance of 50 feet from the source of the sound between the hours of 11 a.m. and 4 p.m. [ . . . ] B. No source of sound [ . . . ] shall exceed 60 dB at a distance of 50 feet from the source of the sound between the hours of 4 p.m. and 11 a.m.</p>
<b>City of Millbrae</b>	
City of Millbrae General Plan (1998)	<p>The City of Millbrae <i>General Plan</i> was adopted in 1998 and provides guidance for code enforcement and other regulations. The following plans and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal NS1: Preserve and Improve the “Quiet Ambiance” in Existing Neighborhoods. Protect Millbrae’s neighborhoods by providing an acceptable noise level throughout the community, identifying and alleviating or minimizing existing noise problems where possible.</li> <li>▪ Policy NS1.2: Protection of Residential Areas. Protect the noise environment in existing residential areas, requiring the evaluation of mitigation measures for projects under the following circumstances: <ul style="list-style-type: none"> <li>– The project would cause the <math>L_{dn}</math> to increase 3 dB(A) or more.</li> </ul> </li> </ul>

Plan/Policy Document	Summary												
	<ul style="list-style-type: none"> <li>- Any increase would result in an <math>L_{dn}</math> greater than 60 dB(A).</li> <li>- The <math>L_{dn}</math> already exceeds 60 dB(A).</li> <li>- The project has the potential to generate significant adverse community response.</li> <li>▪ Policy NS1.4: Construction Noise. Regulate construction activity to reduce noise between 7:00 p.m. and 7:00 a.m.</li> <li>▪ Policy NS2.1: Land Use Compatibility Standards. New development must meet acceptable exterior noise level standards. The “normally acceptable” noise standards for new land uses are established in the Noise and Land Use Compatibility Guidelines [ . . . ] If the noise source is a railroad, then the outdoor noise exposure criterion should be 70 <math>L_{dn}</math> for future development, recognizing that train noise is characterized by relatively few loud events.</li> <li>▪ Policy NS2.4.1a Commercial or Industrial Source Noise. Noise created by commercial or industrial sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards set forth in the table below [ . . . ] as measured at any affected residential land use.</li> </ul> <p style="text-align: center;"><b>Maximum Allowable Noise Exposure for Stationary Noise Sources (1)</b></p> <table border="1" data-bbox="574 823 1360 1108"> <thead> <tr> <th></th> <th style="text-align: center;">Daytime (5) (7 AM to 10 PM)</th> <th style="text-align: center;">Nighttime (2,5) (10 PM to 7 AM)</th> </tr> </thead> <tbody> <tr> <td>Hourly Leq, DB (3)</td> <td style="text-align: center;">55</td> <td style="text-align: center;">45</td> </tr> <tr> <td>Maximum Level, dB (3)</td> <td style="text-align: center;">70</td> <td style="text-align: center;">65</td> </tr> <tr> <td>Maximum Level, dB - Impulsive Noise (4)</td> <td style="text-align: center;">65</td> <td style="text-align: center;">60</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>▪ Policy NS2.6: Noise Reduction Techniques. As appropriate, based on design, use, site layout and other considerations, require mitigation measures to reduce noise impacts on adjacent properties through the following and other means, as a condition of development approval: <ul style="list-style-type: none"> <li>- Screen and control noise sources such as parking, outdoor activities and mechanical equipment.</li> <li>- Increase setbacks for noise sources from adjacent dwellings.</li> <li>- Wherever possible do not remove fences, walls or landscaping that serve as noise buffers, although design, safety, and other impacts must be addressed.</li> <li>- Require sound walls, earth berms, and/or other landscape features to provide an adequate noise buffer.</li> <li>- Use soundproofing materials and double-glazed windows.</li> <li>- Control hours of operation, including deliveries and trash pickup to minimize noise impacts.</li> </ul> </li> <li>▪ Policy NS3.2: Work with the county Airport Land Use Commission, State Office of Noise Control, Caltrans, SFO, Joint Powers Board and other agencies to reduce noise generated from sources outside the City’s jurisdiction.</li> </ul>		Daytime (5) (7 AM to 10 PM)	Nighttime (2,5) (10 PM to 7 AM)	Hourly Leq, DB (3)	55	45	Maximum Level, dB (3)	70	65	Maximum Level, dB - Impulsive Noise (4)	65	60
	Daytime (5) (7 AM to 10 PM)	Nighttime (2,5) (10 PM to 7 AM)											
Hourly Leq, DB (3)	55	45											
Maximum Level, dB (3)	70	65											
Maximum Level, dB - Impulsive Noise (4)	65	60											

Plan/Policy Document	Summary
<b>City of Burlingame</b>	
<i>Envision Burlingame General Plan (2019)</i>	<p>The <i>Envision Burlingame General Plan</i> was adopted in January 2019 and implemented the following goals and policies:</p> <ul style="list-style-type: none"> <li>▪ Goal CS-4: Protect residents and visitors to Burlingame from excessive noise and disruptive ground vibration.</li> <li>▪ CS-4.2: Residential Noise Standards. Require the design of new residential development to comply with the following noise standards: <ul style="list-style-type: none"> <li>- The maximum acceptable interior noise level for all new residential units [ . . . ] shall be an <math>L_{dn}</math> of 45 dBA with windows closed.</li> <li>- For project locations that are primarily exposed to noise from aircraft, Caltrain, BART, Highway 101, and Interstate 280 operations, the maximum instantaneous noise level in bedrooms shall not exceed 50 dBA at night (10:00 pm to 7:00 am), and the maximum instantaneous noise level in all interior rooms shall not exceed 55 dBA during the day (7:00 am to 10:00 pm) with windows closed.</li> </ul> </li> <li>▪ CS-4.10: Construction Noise Study. Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on those uses consistent with Municipal Code provisions.</li> <li>▪ CS-4.11: Train Noise. Require that all new development within 1,000 feet of the rail line provide deed notices disclosing noise impacts upon transfer of title to residents and property owners.</li> <li>▪ CS-4.12: Quiet Zones for Trains. Coordinate with applicable railroad authorities to study options for reducing railroad noise impacts, including feasibility of Quiet Zone technology where appropriate.</li> <li>▪ CS-4.13: Vibration Impact Assessment. Require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used (e.g., pile driving, bulldozing) within 200 feet of an existing structure or sensitive receptor. If applicable, require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures or sensitive receptors would occur.</li> </ul>
<i>Burlingame Downtown Specific Plan (2018)</i>	<p>The <i>Burlingame Downtown Specific Plan</i> was adopted in October 2010 and amended in 2018. The following section is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Section 7.2.4: California High Speed Rail. [ . . . ] Given that the [HSR] alignment is proposed to pass through Burlingame and its downtown, there is concern over the potential for the rail line to create a physical barrier through the city if it involves bridging, elevated tracks, or the use of retaining walls. Like other peninsula cities, Burlingame has indicated a preference for having the rail line in an underground tunnel rather than at surface or above grade. Having the line underground would be more compatible with the continued economic vitality and quality of life of Burlingame and its downtown. It would also be more compatible with the preservation of valuable historic resources such as the eucalyptus grove and the Burlingame Avenue and Broadway train stations. If all rail lines are accommodated underground along the length of the peninsula alignment, it will enable dozens of surface crossings to be relieved of train conflicts, thereby easing access at many scales and reducing congestion throughout the peninsula. [ . . . ]</li> </ul>

Plan/Policy Document	Summary
Burlingame Municipal Code	<p>10.40.035 General noise regulations. [. . .] it is unlawful for any person willfully to make or continue, or cause to be made or continued, any loud, unnecessary or unusual noise which disturbs the peace and quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area. [. . .]</p> <p>10.40.037 Powered equipment. No person shall operate any lawnmower, lawn edger, riding tractor or any other mechanical or electrical machinery, equipment or device which creates a loud, raucous or impulsive sound, within any residential district except between the hours of 8:00 a.m. and 7:00 p.m. on Monday through Saturday, or 10:00 a.m. and 6:00 p.m. on Sunday and holidays.</p>
<b>City of San Mateo</b>	
<p><i>A Vision of San Mateo in 2030, Noise Element (2010)</i></p>	<p>The Noise Element of <i>A Vision of San Mateo in 2030</i>, adopted in 2010, establishes the following noise-related policies and goals related to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Protect “noise sensitive” land uses from excessive noise levels.</li> <li>▪ Policy N 1.1: Interior Noise Level Standard. Require submittal of an acoustical analysis and interior noise insulation for all “noise sensitive” land uses listed in Table N-1 that have an exterior noise level of 60 dB (L<sub>dn</sub>) or above. The maximum interior noise level shall not exceed 45 dB (L<sub>dn</sub>) in any habitable rooms.</li> <li>▪ Policy N 1.2: Exterior Noise Level Standard. Require an acoustical analysis for new parks, play areas, and multi-family common open space that have an exterior noise level of 60 dB (L<sub>dn</sub>) or above, as shown on Figure N-1. Require an acoustical analysis that uses peak hour L<sub>eq</sub> for new parks and play areas. Require a feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB (L<sub>dn</sub>) for residential uses and should not exceed 65 dB (L<sub>eq</sub>) during the noisiest hour for public park uses.</li> </ul> <p>Goal 2: Minimize unnecessary, annoying, or unhealthful noise.</p> <ul style="list-style-type: none"> <li>▪ Policy N 2.1: Noise Ordinance. Continue implementation and enforcement of the City's existing noise control ordinance: a) which prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact.</li> <li>▪ Policy N 2.2: Minimize Noise Impact. Protect all “noise-sensitive” land uses listed in Tables N-1 and N-2 from adverse impacts caused by the noise generated on-site by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (L<sub>dn</sub>) or greater at the common property line, or new uses which generate noise levels of 60 dB (L<sub>dn</sub>) or greater at the property line, excluding existing ambient noise levels.</li> <li>▪ Policy N 2.5: Railroad Noise. Promote the installation of noise barriers along the railroad corridor where “noise-sensitive” land uses are adversely impacted by unacceptable noise levels (60 dB or greater). Promote adequate noise mitigation to be incorporated into any rail service expansion or track realignment. Study the need of depressing the rail line to eliminate at-grade crossings or other mitigation measures to decrease noise levels prior to substantial expansion of the rail service.</li> </ul>
City of San Mateo Municipal Code	<p>NOISE LEVEL STANDARDS (per Table 7.30.040)</p> <p>Noise level standards for single-family residential land use zones are 50 dBA from 10:00 p.m. to 7:00 a.m. and 60 dBA from 7:00 a.m. to 10:00 p.m. Noise level standards for commercial/mixed residential and multi-family residential land use zones are 55 dBA from 10:00 p.m. to 7:00 a.m. and 60 dBA from 7:00 a.m. to 10:00 p.m.</p> <p>7.30.040 MAXIMUM PERMISSIBLE SOUND LEVELS.</p>

Plan/Policy Document	Summary
	<p>(a) It is unlawful for any person to operate or cause to be operated any source of sound at any location [ . . . ] which causes the noise level when measured on any other property to exceed: (1) The noise level standard for that property as specified in Table 7.30.040 for a cumulative period of more than thirty minutes in any hour; (2) The noise level standard plus five dB for a cumulative period of more than fifteen minutes in any hour; (3) The noise level standard plus ten dB for a cumulative period of more than five minutes in any hour; (4) The noise level standard plus fifteen dB for a cumulative period of more than one minute in any hour; or (5) The noise level standard or the maximum measured ambient level, plus twenty dB for any period of time.</p> <p>(b) If the measured ambient level for any area is higher than the standard set in Table 7.30.040, then the ambient shall be the base noise level standard for purposes of subsection (a)(1) of this section. In such cases, the noise levels for purposes of subsections (a)(2) through (a)(5) of this section shall be increased in five dB increments above the ambient.</p> <p>7.30.050 INTERIOR NOISE LIMITS. It is unlawful for any person to operate or cause to be operated any source of sound, on multifamily residential property or multi-tenant commercial or industrial property at a noise level more than ten dB above the level allowed by Section 7.30.040 three feet from any wall, floor or ceiling inside any unit on the same property when the windows and doors of the unit are closed, except within the unit in which the noise source or sources is located.</p> <p>7.30.060 SPECIAL PROVISIONS.</p> <p>(b) Vehicle Horns. Vehicle horns, back-up warning devices, or other devices primarily intended to create a loud noise for warning purposes, shall be used only when the vehicle is in a situation where life, health or property are endangered or as required by law.</p> <p>(e) Construction. Construction shall be allowed on weekdays between the hours of 7 a.m. and 7 p.m., on Saturdays between the hours of 8 a.m. and 5 p.m., and on Sundays and holidays between the hours of 12 and 4 p.m., if they meet at least one of the following noise limitations: (1) No individual piece of equipment shall produce a noise level exceeding 90 dB at a distance of 25 feet. (2) The noise level at any point outside of the property plane of the project shall not exceed 90 dB.</p>
<b>City of Belmont</b>	
<p>2035 General Plan (2017)</p>	<p>The City of Belmont 2035 General Plan (adopted in 2017) establishes the following noise-related goals and policies for the City's growth through 2035:</p> <ul style="list-style-type: none"> <li>▪ Goal 7.1: Strive to achieve an acceptable noise environment for the environmental, health, and safety needs of present and future residents of Belmont.</li> <li>▪ Policy 7.1-2: Use the Community Noise Level Exposure Standards, shown in Table 7-1, as review criteria for new land uses. Require all new development that would be exposed to noise greater than the "normally acceptable" noise level range to reduce interior noise through design, sound insulation, or other measures.</li> <li>▪ Policy 7.1-3: Require noise-reducing mitigation to meet allowable outdoor and indoor noise exposure standards in Table 7-2. Noise mitigation measures that may be approved to achieve these noise level targets include but are not limited to the following: construct façades with substantial weight and insulation; use sound-rated windows for primary sleeping and activity areas; use sound-rated doors for all exterior entries at primary sleeping and activity areas; use minimum setbacks and exterior barriers; Use acoustic baffling of vents for chimneys, attic and gable ends; and install a mechanical ventilation system that provides fresh air under closed window conditions.</li> <li>▪ Policy 7.1-4: Exclude residential and noise-sensitive uses located in the Belmont Village PDA from outdoor noise standards in Table 7-2, where it is determined</li> </ul>

Plan/Policy Document	Summary
	<p>application of noise mitigation measures will be detrimental to the realization of the General Plan's goals and policies to realize a vibrant activity center in the Village.</p> <ul style="list-style-type: none"> <li>▪ Policy 7.1-7: For transportation projects subject to City approval, require that the project sponsor mitigate noise created by new transportation and transportation-related stationary noise sources, including roadway improvement projects, so that resulting noise levels do not exceed the City's adopted standards for noise-sensitive land uses.</li> <li>▪ Policy 7.1-10: Require developers of new development anticipated to generate a substantial amount of vibration during construction to implement mitigation practices to reduce vibration, which can include: operating heavy equipment as far as practical from residential uses; using smaller bulldozers (operating weight less than 20,000 pounds) when grading must occur within approximately 50 feet of residential uses or other vibration sensitive uses; and using quiet pile driving technology when feasible.</li> <li>▪ Policy 7.1-11: Require development projects to include mitigation measures to protect the development from ground borne vibration from the railway if located within 120 feet of the centerline of Caltrain rail tracks.</li> <li>▪ Goal 7.2: Protect noise-sensitive land uses, such as schools, hospitals, and senior care facilities, from encroachment of and exposure to excessive levels of noise.</li> <li>▪ Policy 7.3-1: Work with Caltrans, Caltrain, SamTrans, and other agencies to mitigate transportation-related noise impacts on residential areas and sensitive uses. This may include encouraging installation of sound barriers or bus stop relocation in selected locations.</li> </ul>
<p>City of Belmont Noise Ordinance</p>	<p>15-102 Noise limitations</p> <p>Sound Level Limits. Sound levels shall not exceed the following limits:</p> <ul style="list-style-type: none"> <li>▪ Residential and non-residential property: 55 dBA between sunset and 8:00 a.m. on weekdays and between sunset and 10:00 a.m. on weekends and holidays; 65 dBA between 8:00 a.m. and sunset on weekdays and between 10:00 a.m. and sunset on weekends and holidays.</li> </ul> <p>Construction activities are subject to the following regulations: All construction and related activities, which require a city permit, including the use of powered equipment in connection with such activities, shall be allowed only during the hours of 8:00 a.m. to 5:00 p.m. Monday through Friday, and 10:00 a.m. to 5:00 p.m. Saturdays. All gasoline-powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer.</p>
<p><b>City of San Carlos</b></p>	
<p><i>San Carlos 2030 General Plan (2009)</i></p>	<p>The noise element within the San Carlos General Plan identifies some local sources of noise and establishes the following policies and guidelines relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal NOI-1: Encourage compatible noise environments for new development and control sources of excessive noise citywide.</li> <li>▪ Policy NOI-1.1: Use the Noise and Land Compatibility Standards shown in Figure 9-1, the noise level performance standards in Table 9-1 and the projected future noise contours for the General Plan shown in Figure 9-3 and detailed in Table 9-2, as a guide for future planning and development decisions.</li> <li>▪ Policy NOI-1.2: Minimize noise impacts on noise sensitive land uses. Noise-sensitive land uses include residential uses, retirement homes, hotel/motels, schools, libraries, community centers, places of public assembly, daycare facilities, churches and hospitals.</li> <li>▪ Policy NOI-1.3: Limit noise impacts on noise-sensitive uses to noise level standards as indicated in Table 9-1.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy NOI-1.4: Require a detailed acoustic report in all cases where noise-sensitive land uses are proposed in areas exposed to exterior noise levels of 60 CNEL L<sub>dn</sub> or greater. If recommended in the report, mitigation measures shall be required as conditions of project approval.</li> <li>▪ Policy NOI-1.5: New development of noise-sensitive land uses proposed in noise-impacted areas shall incorporate effective mitigation measures into the project design to reduce exterior and interior noise levels to the following acceptable levels:             <ul style="list-style-type: none"> <li>- For new single-family residential development, maintain a standard of 60 L<sub>dn</sub> (day/night average noise level) for exterior noise in private use areas.</li> <li>- For new multi-family residential development maintain a standard of 65 L<sub>dn</sub> in community outdoor recreation areas. Noise standards are not applied to private decks and balconies and shall be considered on a case-by-case basis in the downtown core.</li> <li>- Interior noise levels shall not exceed 45 L<sub>dn</sub> in all new residential units (single- and multi-family). [ . . . ]</li> <li>- Where new residential units (single and multi-family) would be exposed to intermittent noise levels generated during train operations, maximum railroad noise levels in side homes shall not exceed 50 dBA in bedrooms or 55 dBA in other occupied spaces. These single event limits are only applicable where there are normally four or more train operations per day.</li> </ul> </li> <li>▪ Policy NOI-1.6: Where noise mitigation measures are required to achieve the noise level standards, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered after practical design-related noise mitigation measures have been integrated into the project.</li> <li>▪ Policy NOI-1.7: The City shall seek to reduce impacts from ground-borne vibration associated with rail operations by requiring that vibration-sensitive buildings (e.g. residences) are sited at least 100 feet from the centerline of the railroad tracks whenever feasible. The development of vibration-sensitive buildings within 100 feet from the centerline of the rail-road tracks would require a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e. through building siting, foundation design and construction techniques).</li> <li>▪ Policy NOI-1.8: During all phases of construction activity, reasonable noise reduction measures shall be utilized to minimize the exposure of neighboring properties to excessive noise levels.             <ul style="list-style-type: none"> <li>a. Construction activities shall comply with the City's noise ordinance.</li> </ul> </li> <li>▪ Policy NOI-1.9: Minimize potential transportation related noise through the use of setbacks, street circulation design, coordination of routing and other traffic control measures and the construction of noise barriers and consider use of "quiet" pavement surfaces when resurfacing roadways.</li> <li>▪ Policy NOI-1.12: Ensure consistency with the noise compatibility policies and criteria contained in the San Carlos Airport Land Use Plan.</li> <li>▪ Policy NOI-1.14: The Federal Transit Administration vibration impact criteria and assessment methods shall be used to evaluate the compatibility of train vibration with proposed land uses adjoining the UPRR (Caltrain) corridor. Site specific vibration studies shall be completed for vibration-sensitive uses proposed within 100 feet of active railroad tracks.</li> </ul>



Plan/Policy Document	Summary																																																																						
<p>San Carlos Noise Ordinance</p>	<p>18.21.050. Noise. Establishes maximum allowable noise limits, as shown in Table 18.21.050-A.</p> <p style="text-align: center;">TABLE 18.21.050-A: NOISE LIMITS</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="3">Land Use Receiving the Noise</th> <th rowspan="3">Noise-Level Descriptor</th> <th colspan="2">Exterior Noise Level Standard in Any Hour (dBA)</th> <th colspan="2">Interior Noise-Level Standard in Any Hour (dBA)</th> </tr> <tr> <th>Daytime (7 a.m. - 10 p.m.)</th> <th>Nighttime (10 p.m. - 7 a.m.)</th> <th>Daytime (7 a.m. - 10 p.m.)</th> <th>Nighttime (10 p.m. - 7 a.m.)</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>L<sub>50</sub></td> <td>55</td> <td>45</td> <td>40</td> <td>30</td> </tr> <tr> <td></td> <td>L<sub>max</sub></td> <td>70</td> <td>60</td> <td>55</td> <td>45</td> </tr> <tr> <td>Medical, convalescent</td> <td>L<sub>50</sub></td> <td>55</td> <td>45</td> <td>45</td> <td>35</td> </tr> <tr> <td></td> <td>L<sub>max</sub></td> <td>70</td> <td>60</td> <td>55</td> <td>45</td> </tr> <tr> <td>Theater, auditorium</td> <td>L<sub>50</sub></td> <td>-</td> <td>-</td> <td>35</td> <td>35</td> </tr> <tr> <td></td> <td>L<sub>max</sub></td> <td>-</td> <td>-</td> <td>50</td> <td>50</td> </tr> <tr> <td>Church, meeting hall</td> <td>L<sub>50</sub></td> <td>55</td> <td>-</td> <td>40</td> <td>40</td> </tr> <tr> <td></td> <td>L<sub>max</sub></td> <td>-</td> <td>-</td> <td>55</td> <td>55</td> </tr> <tr> <td>School, library, museum</td> <td>L<sub>50</sub></td> <td>55</td> <td>-</td> <td>40</td> <td>-</td> </tr> <tr> <td></td> <td>L<sub>max</sub></td> <td>-</td> <td>-</td> <td>55</td> <td>-</td> </tr> </tbody> </table> <p>9.30.070 Exempt activities.</p> <p>The following noise-generating activities are exempt from the provisions of this chapter:</p> <p>A. Transportation facilities, such as freeways, airports, buses and railroads;</p> <p>B. Construction activities; such activities, however, shall be limited to the hours of eight a.m. to six p.m. Monday through Friday, and nine a.m. to five p.m. on Saturdays and Sundays. No construction noise-related activities on holidays. All gasoline-powered construction equipment shall be equipped with an operating muffler or baffling system as originally provided by the manufacturer, and no modification to these systems is permitted.</p>	Land Use Receiving the Noise	Noise-Level Descriptor	Exterior Noise Level Standard in Any Hour (dBA)		Interior Noise-Level Standard in Any Hour (dBA)		Daytime (7 a.m. - 10 p.m.)	Nighttime (10 p.m. - 7 a.m.)	Daytime (7 a.m. - 10 p.m.)	Nighttime (10 p.m. - 7 a.m.)	Residential	L <sub>50</sub>	55	45	40	30		L <sub>max</sub>	70	60	55	45	Medical, convalescent	L <sub>50</sub>	55	45	45	35		L <sub>max</sub>	70	60	55	45	Theater, auditorium	L <sub>50</sub>	-	-	35	35		L <sub>max</sub>	-	-	50	50	Church, meeting hall	L <sub>50</sub>	55	-	40	40		L <sub>max</sub>	-	-	55	55	School, library, museum	L <sub>50</sub>	55	-	40	-		L <sub>max</sub>	-	-	55	-
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Redwood City	
<p><i>Redwood City General Plan (2010)</i></p>	<p>The Redwood City General Plan was adopted in October 2010 and outlines the goals, policies, and programs for the City. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal PS-13: Minimize the impact of point source noise and ambient noise levels throughout the community.</li> <li>▪ Policy PS-13.3: Consider noise impacts as part of the development review process, particularly the location of parking, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise sensitive land uses.</li> <li>▪ Policy PS-13.4: In accordance with the Municipal Code and noise standards contained in the General Plan, strive to provide a noise environment that is at an acceptable noise level near schools, hospitals, and other noise sensitive areas</li> <li>▪ Policy PS-13.5: Limit the hours of operation at all noise generation sources that are adjacent to noise sensitive areas, wherever practical.</li> <li>▪ Policy PS-13.6: Require all exterior noise sources (construction operations, air compressors, pumps, fans, and leaf blowers) to use available noise suppressions devices and techniques to bring exterior noise down to acceptable levels that are compatible with adjacent land uses.</li> <li>▪ Policy PS-13.8: Implement appropriate standard construction noise controls for all construction projects.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy PS-13.9: Require noise created by new non-transportation noise sources to be mitigated so as not to exceed acceptable interior and exterior noise level standards.</li> <li>▪ Goal PS-14.1: Minimize the impacts of transportation-related noise. <i>[Refer to Figure PS-10, Redwood City Noise Guidelines for Land Use Planning.]</i></li> <li>▪ Policy PS-14.1: Consult with responsible federal and State agencies to minimize the impact of transportation-related noise, including noise associated with freeways, major arterials, rail lines, and airports.</li> <li>▪ Policy PS-14.4: Require development that is, or will be, affected by railroad noise and/or vibration to include appropriate measures to minimize adverse noise effects on residents and business persons.</li> <li>▪ Goal BE-28: Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to Redwood City that is attractive, accessible, and safe.</li> <li>▪ Policy BE-28.2: Support attractive and pedestrian-friendly railroad track grade-separated crossings and other appropriate measures to mitigate potential noise, air pollution, safety, and traffic impacts of increased Caltrain service and new high-speed rail service.</li> </ul>
<p>Redwood City Noise Ordinance</p>	<p>CHAPTER 24, NOISE REGULATIONS.</p> <p>The local ambient sound level is a minimum of 30 dBA for interior noise and 40 dBA in all other locations.</p> <p>Sec. 24.21. PROHIBITED NOISE LEVELS IN RESIDENTIAL DISTRICTS. Noise levels of more than 6 dB above the local ambient within a residential district or more than 6 dB above the local ambient measured 3 feet from any wall, floor or ceiling inside any dwelling unit on the same property within a residential district, when the windows and doors of the dwelling unit are closed, except within the dwelling unit in which the noise source or sources are located, between the hours of 8:00 p.m. and 8:00 a.m.</p> <p>Sec. 24.31. - PROHIBITED NOISE LEVELS: It shall be unlawful for any person to suffer or allow noise levels to be generated by:</p> <p>A. Construction activities, including demolition, alteration, repair or remodeling of or to existing structures and construction of new structures on property within the City, at more than 110 dB measured at any point within a residential district of the City and outside of the plane of said property; or</p> <p>B. An individual item of machinery, equipment or device used during construction activities, including demolition, alteration, repair or remodeling of or to existing structures and construction of new structures on property within the City, at more than 110 dB measured within a residential district of the City at a distance of 25 feet from said machinery, equipment or device. If said machinery, equipment or device is housed within a structure on the property, then the measurement shall be made at a distance as near to 25 feet from said machinery, equipment or device as possible.</p> <p>Sec. 24.32. - TIME LIMITATIONS. [ . . . ] it shall be unlawful for any person to engage in construction activities, including demolition, alteration, repair or remodeling of or to existing structures and the construction of new structures on property in a residential district or within 500 feet of a residential district in the City, between the hours of 8:00 p.m. and 7:00 a.m. the following day, Monday through Friday of any week or at any time on Saturdays, Sundays or holidays if the noise level generated by any such activity exceeds the local ambient measured at any point within the residential district and outside of the plane of said property.</p>

Plan/Policy Document	Summary
<b>Town of Atherton</b>	
<i>Atherton General Plan (2020)</i>	<p>The <i>Atherton General Plan</i> (updated in 2020) identifies goals, objectives, and policies to guide development in the Town of Atherton. The following noise-related policies and goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Noise Element Goal N-1: To maintain the serene atmosphere of the Town by minimizing the intrusion of noise-generating activities.</li> <li>▪ Noise Element Policy N-1.2: Noise contours have been prepared in accordance with Section 65302(f) of the Government Code and accompanies this Element. The noise contours shall be used as a tool for land use decision making.</li> <li>▪ Noise Element Policy N-1.3: If complaints about noise increase in the future, procedures for dealing with complaints in the community will be established.</li> <li>▪ Noise Element Policy N-1.6: Consider requiring noise mitigation for a project that results in <math>L_{dn}</math> increases that are: (a) 5 dBA or greater and the future <math>L_{dn}</math> is less than 60 dBA, or (b) 3 dBA or greater and the future <math>L_{dn}</math> is 60 dBA or greater and less than 65 dBA, or (c) 1.5 dBA or greater and the future <math>L_{dn}</math> is 65 dBA or greater.</li> </ul>
Atherton Municipal Code	<p>8.16.030 Basic Noise Regulation. Establishes sound level limits of 60 dBA between 7:00 a.m. and 10:00 p.m. and 50 dBA between 10 p.m. and 7:00 a.m. for noises emanating from any property, public or private, beyond the property line.</p> <p>15.40.120 Time Limits. Establishes time period during which construction, pickup and delivery are permitted between 8:00 a.m. and 5:00 p.m. on weekdays, and prohibits construction outside of this time period, on weekends, and holidays.</p>
<b>City of Menlo Park</b>	
<i>City of Menlo Park General Plan, Open Space/Conservation, Noise and Safety Elements (2013)</i>	<p>The City of Menlo Park adopted the Open Space/Conservation, Noise and Safety Elements of the Connect Menlo Park General Plan in May 2013. The following noise-related goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal N1: Achieve Acceptable Noise Levels. It is the goal of Menlo Park to have acceptable noise levels.</li> <li>▪ Policy N1.1: Compliance with Noise Standards. Consider the compatibility of proposed land uses with the noise environment when preparing or revising community and/or specific plans. Require new projects to comply with the noise standards of local, regional, and building code regulations [ . . . ]</li> <li>▪ Policy N1.2: Land Use Compatibility Noise Standards. Protect people in new development from excessive noise by applying the City's Land Use Compatibility Noise Standards for New Development (see chart on the next page) to the siting and required mitigation for new uses in existing noise environments.</li> <li>▪ Policy N1.4: Noise Sensitive Uses. Protect existing residential neighborhoods and noise sensitive uses from unacceptable noise levels and vibration impacts. Noise sensitive uses include, but are not limited to, hospitals, schools, religious facilities, convalescent homes and businesses with highly sensitive equipment. Discourage the siting of noise-sensitive uses in areas in excess of 65 dBA CNEL without appropriate mitigation and locate noise sensitive uses away from noise sources unless mitigation measures are included in development plans.</li> <li>▪ Policy N1.6: Noise Reduction Measures. Encourage the use of construction methods, state-of-the-art noise abating materials and technology and creative site design including, but not limited to, open space, earthen berms, parking, accessory buildings, and landscaping to buffer new and existing development from noise and to reduce potential conflicts between ambient noise levels and noise-sensitive land uses. Use</li> </ul>

Plan/Policy Document	Summary
	<p>sound walls only when other methods are not practical or when recommended by an acoustical expert.</p> <ul style="list-style-type: none"> <li>▪ Policy N1.7: Noise and Vibration from New Non-Residential Development. Design non-residential development to minimize noise impacts on nearby uses. Where vibration impacts may occur, reduce impacts on residences and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration near rail lines and industrial uses.</li> <li>▪ Policy N1.8: Potential Annoying or Harmful Noise. Preclude the generation of annoying or harmful noise on stationary noise sources, such as construction and property maintenance activity and mechanical equipment.</li> <li>▪ Policy N1.9: Transportation Related Noise Attenuation. Strive to minimize traffic noise through land use policies, traffic-calming methods to reduce traffic speed, law enforcement and street improvements, and encourage other agencies to reduce noise levels generated by roadways, railways, rapid transit, and other facilities.</li> <li>▪ Policy N1.10: Nuisance Noise. Minimize impacts from noise levels that exceed community sound levels through enforcement of the City’s Noise Ordinance. Control unnecessary, excessive and annoying noises within the City where not preempted by Federal and State control through implementation and updating of the Noise Ordinance.</li> </ul>
<p>City of Menlo Park Municipal Code</p>	<p>8.06.030 Noise limitations. Establishes noise limits for sound measured from any residential property to be 50 dBA during nighttime hours (10:00 p.m. to 7:00 a.m.) and 60 dBA during daytime hours (7:00 a.m. to 10:00 p.m.). For all sources within a multifamily residential structure transmitting through a common interior partition from one dwelling unit to another the noise limit will be 35 dBA during nighttime hours and 45 dBA during daytime hours.</p> <p>8.06.040 Exceptions. Construction activities are permitted between the hours of 8 a.m. and 6 p.m. Monday through Friday.</p>
<p><b>Santa Clara County</b></p>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The Santa Clara County General Plan was adopted in 1994. The general plan includes the following strategies, policies, and implementation recommendations relevant to noise and vibration:</p> <p>Strategy 1: Prevent or Minimize Noise Conflicts</p> <ul style="list-style-type: none"> <li>▪ Policy C-HS 24: Environments for all residents of Santa Clara County free from noises that jeopardize their health and well-being should be provided through measures which promote noise and land use compatibility.</li> <li>▪ Policy C-HS 25: Noise impacts from public and private projects should be mitigated.                         <ul style="list-style-type: none"> <li>- Implementation C-HS(i) 23: Project design review should assess noise impacts on surrounding land uses.</li> <li>- Implementation C-HS(i) 24: Where necessary, construct sound walls or other noise mitigations.</li> <li>- Implementation C-HS(i) 25: Prohibit construction in areas which exceed applicable interior and exterior standards, unless suitable mitigation measures can be implemented.</li> <li>- Implementation C-HS(i) 26: Require project-specific noise studies to assess actual and protected dB noise contours for proposed land uses likely to generate significant noise.</li> </ul> </li> </ul> <p>Strategy 2: Provide Adequate Sound Buffers</p>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy C-HS 26: New development in areas of noise impact (areas subject to sound levels of 55 DNL or greater) should be approved, denied, or conditioned so as to achieve a satisfactory noise level for those who will use or occupy the facility (as defined in “Noise Compatibility Standards for Land Use” and “Maximum Interior Noise Levels For Intermittent Noise”).</li> </ul>
<p>Santa Clara County Ordinance Code</p>	<p>The Santa Clara Ordinance Code was originally adopted in 1972. The Code establishes the following sections of Division B11, Chapter VIII, Control of Noise and Vibration, relevant to noise and vibration:</p> <p>Section B11-152. – Exterior noise limits</p> <p>Maximum permissible sound levels by receiving land use:</p> <ul style="list-style-type: none"> <li>▪ The noise standards for the various receiving land use categories as presented in [the following bullets, derived from Table B11-152] will apply to all property within any zoning district: <ul style="list-style-type: none"> <li>- One and Two-Family Residential – 45 dBA between 10 pm to 7 am, and 55 dBA between 7 am to 10 pm;</li> <li>- Multiple Family Dwelling – 50 dBA between 10 pm and 7 am;</li> <li>- Residential Public Space – 55 dBA between 7 am to 10 pm;</li> <li>- Commercial – 60 dBA between 10 pm and 7 am, and 65 dBA between 7 am to 10 pm;</li> <li>- Light Industrial -- 70 dBA at all times; and</li> <li>- Heavy Industrial – 75 dBA at all times.</li> </ul> </li> <li>▪ No person may operate or cause to be operated any source of sound at any location within the unincorporated territory of the County or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by the person, which causes the noise level when measured on any other property either incorporated or unincorporated, to exceed: <ul style="list-style-type: none"> <li>- The noise standard for that land use as specified [above] for a cumulative period of more than 30 minutes in any hour; or</li> <li>- The noise standard plus five dB for a cumulative period of more than 15 minutes in any hour; or</li> <li>- The noise standard plus ten dB for a cumulative period of more than five minutes in any hour; or</li> <li>- The noise standard plus 15 dB for a cumulative period of more than one minute in any hour; or</li> <li>- The noise standard plus 20 dB or the maximum measured ambient, for any period of time.</li> </ul> </li> <li>▪ If the measured ambient level exceeds that permissible within any of the first four noise limit categories above, the allowable noise exposure standard will be increased in five dB increments in each category as appropriate to encompass or reflect the ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under the category will be increased to reflect the maximum ambient noise level.</li> </ul> <p>Sec. B11-153. - Interior noise standards</p> <p>Maximum permissible dwelling interior sound levels:</p> <ul style="list-style-type: none"> <li>▪ The interior noise standards for multifamily residential dwellings as presented in [the following bullet, derived from Table B11-153] will apply, unless otherwise specifically indicated, within all dwellings:</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>- Multi-Family Dwelling – 35 dBA allowable interior noise level between 10 pm and 7 pm, and 45 dBA between 7 am and 10 pm.</li> <li>▪ No person will operate or cause to be operated within a dwelling unit any source of sound or allow creation of any noise which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed:             <ul style="list-style-type: none"> <li>- The noise standard as specified [above] for a cumulative period of more than five minutes in any hour; or</li> <li>- The noise standard plus five dB for a cumulative period of more than one minute in any hour; or</li> <li>- The noise standard plus ten dB or the maximum measured ambient, for any period of time.</li> <li>- If the measured ambient level exceeds that permissible within any of the noise limit categories above, the allowable noise exposure standard will be increased in five-dB increments in each category as appropriate to reflect the ambient noise level.</li> </ul> </li> </ul> <p>Section B11-154. – Prohibited acts</p> <p>The following acts, and the causing or permitting thereof, are declared to be in violation of this chapter:</p> <ul style="list-style-type: none"> <li>▪ Construction/demolition             <ul style="list-style-type: none"> <li>a) Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between weekdays and Saturday hours of 7 p.m. and 7 a.m., or at any time on Sundays or holidays, that the sound therefrom creates a noise disturbance across a residential or commercial real property line, except for emergency work of public service utilities or by variance.</li> <li>b) Where technically and economically feasible, construction activities will be conducted in a manner that the maximum noise levels at affected properties will not exceed those listed in the following schedule:                 <ul style="list-style-type: none"> <li>i. Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than ten days) of mobile equipment: [See full ordinance for table of maximum noise levels]</li> <li>ii. Stationary equipment. Maximum noise levels for repetitively scheduled and relatively long-term operation (periods of ten days or more) of stationary equipment are as follows: [See full ordinance for table of maximum noise levels]</li> </ul> </li> </ul> </li> <li>▪ Vibration: Operating or permitting the operation of any device that creates a vibrating or quivering effect that:             <ul style="list-style-type: none"> <li>i. Endangers or injures the safety or health of human beings or animals; or</li> <li>ii. Annoys or disturbs a person of normal sensitivities; or</li> <li>iii. Endangers or injures personal or real properties.</li> </ul> </li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan (2017)</i></p>	<p>The Palo Alto Comprehensive Plan (adopted in 2017) identifies goals, policies, and programs that shape growth in Palo Alto. This partial list includes the elements most relevant to HSR:</p> <ul style="list-style-type: none"> <li>▪ Policy T-3.18: Improve safety and minimize adverse noise, vibrations and visual impacts of operations in the Caltrain rail corridor on adjoining districts, public facilities, schools and neighborhoods with or without the addition of High Speed Rail.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy T-3.19: Coordinate proactively with the California High Speed Rail Authority and Caltrain to minimize negative impacts and maximize benefits to Palo Alto from any future high speed rail service through Palo Alto.</li> <li>▪ Goal N-1: An environment that minimizes the adverse impacts of noise.</li> <li>▪ Policy N-6.1: Encourage the location of land uses in areas with compatible noise environments. Use the guidelines in Table N-1 to evaluate the compatibility of proposed land uses within existing noise environments when preparing, revising, or reviewing development proposals. Acceptable exterior, interior and ways to discern noise exposure include:               <ul style="list-style-type: none"> <li>- The guideline for maximum outdoor noise levels in residential areas is an Ldn of 60 dB. [ . . ]</li> <li>- Interior noise, per the requirements of the State of California Building Standards Code (Title 24) and Noise Insulation Standards (Title 25), must not exceed an Ldn of 45 dB in all habitable rooms of all new dwelling units.</li> </ul> </li> <li>▪ Policy N-6.3: Protect the overall community and especially sensitive noise receptors, including schools, hospitals, convalescent homes, senior and child care facilities and public conservation land from unacceptable noise levels from both existing and future noise sources, including construction noise.</li> <li>▪ Policy N-6.5: Protect residential and residentially-zoned properties from excessive and unnecessary noise from any sources on adjacent commercial or industrial properties.</li> <li>▪ Policy N-6.11: Continue to prioritize construction noise limits around sensitive receptors, including through limiting construction hours and individual and cumulative noise from construction equipment.</li> <li>▪ Policy N-6.13: Minimize noise spillover from rail related activities into adjacent residential or noise-sensitive areas.</li> <li>▪ Program N6.13.1: Encourage the Peninsula Corridors Joint Powers Board to pursue technologies and grade separations that would reduce or eliminate the need for train horns/whistles in communities served by rail service.</li> <li>▪ Program N6.13.2: Evaluate changing at-grade rail crossings so that they qualify as Quiet Zones based on Federal Railroad Administration (FRA) rules and guidelines in order to mitigate the effects of train horn noise without adversely affecting safety at railroad crossings.</li> <li>▪ Program N6.13.3: Participate in future environmental review of the California High-Speed Rail (HSR) Project, planned to utilize existing Caltrain track through Palo Alto, to ensure that it adheres to noise and vibration mitigation measures.</li> <li>▪ Policy N-6.14: Reduce impacts from noise and ground borne vibrations associated with rail operations by requiring that future habitable buildings use necessary design elements such as setbacks, landscaped berms and soundwalls to keep interior noise levels below 45 dBA Ldn and ground-borne vibration levels below 72 VdB.</li> </ul>
<p>City of Palo Alto Municipal Code</p>	<p>The local ambient sound level is a minimum of 30 dBA for interior noise and 40 dBA in all other locations.</p> <p>9.10.030 Residential property noise limits. Establishes limits of no more than 6 dB above the local ambient beyond the residential property plane or within the interior of a dwelling unit on the same property.</p> <p>9.10.040 Commercial and industrial property noise limits. Establishes limits of no more than 8 dB above the local ambient for commercial or industrial property outside of the property plane.</p> <p>9.10.050 Public property noise limits. Establishes limits of no more than 15 dB above the local ambient at a distance of 25 feet or more [ . . ].</p>

Plan/Policy Document	Summary
	<p>9.10.060 Special provisions.</p> <p>(b) Construction, alteration and repair activities shall be prohibited on Sundays and holidays and shall be prohibited except between the hours of 8 a.m. and 6 p.m. Monday through Friday, 9 a.m. and 6 p.m. on Saturday provided that the construction, demolition or repair activities during those hours meet the following standards:</p> <ul style="list-style-type: none"> <li>▪ No individual piece of equipment shall produce a noise level exceeding one hundred ten dBA at a distance of twenty-five feet. If the device is housed within a structure on the property, the measurement shall be made out-side the structure at a distance as close to twenty-five feet from the equipment as possible.</li> <li>▪ The noise level at any point outside of the property plane of the project shall not exceed one hundred ten dBA.</li> </ul>
<b>City of Mountain View</b>	
<p><i>Mountain View 2030 General Plan (2012)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> (adopted in 2012) addresses noise concerns and how to protect the community from excess amounts of it due to construction activity, amplified sounds, stationary equipment. The noise goals and policies relevant to the project include the following:</p> <ul style="list-style-type: none"> <li>▪ Goal NOI-1: Noise levels that support a high quality of life in Mountain View.</li> <li>▪ Policy NOI 1.1: Land use compatibility. Use the Outdoor Noise Environment Guidelines as a guide for planning and development decisions (Table 7.1).</li> <li>▪ Policy NOI 1.2: Noise-sensitive land uses. Require new development of noise-sensitive land uses to incorporate measures into the project design to reduce interior and exterior noise levels to the following acceptable levels:             <ul style="list-style-type: none"> <li>- New single-family developments shall maintain a standard of 65 dBA L<sub>dn</sub> for exterior noise in private outdoor active use areas.</li> <li>- New multi-family residential developments shall maintain a standard of 65 dBA L<sub>dn</sub> for private and community outdoor recreation use areas. Noise standards do not apply to private decks and balconies in multi-family residential developments.</li> <li>- Interior noise levels shall not exceed 45 dBA L<sub>dn</sub> in all new single-family and multi-family residential units.</li> <li>- Where new single-family and multi-family residential units would be exposed to intermittent noise from major transportation sources such as train or airport operations, new construction shall achieve an interior noise level of 65 dBA through measures such as site design or special construction materials. This standard shall apply to areas exposed to four or more major transportation noise events such as passing trains or aircraft flyovers per day.</li> </ul> </li> <li>▪ Policy NOI 1.3: Exceeding acceptable noise thresholds. If noise levels in the area of a proposed project would exceed normally acceptable thresholds, the City shall require a detailed analysis of proposed noise reduction measures to determine whether the proposed use is compatible. As needed, noise insulation features shall be included in the design of such projects to reduce exterior noise levels to meet acceptable thresholds, or for uses with no active outdoor use areas, to ensure acceptable interior noise levels.</li> <li>▪ Policy NOI 1.4: Site planning. Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land use compatibility) and in NOI 1.2 (Noise-sensitive land uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.</li> <li>▪ Policy NOI 1.5: Major roadways. Reduce the noise impacts from major arterials and freeways.</li> </ul>



Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy NOI 1.6: Sensitive uses. Minimize noise impacts on noise-sensitive land uses, such as residential uses, schools, hospitals and child-care facilities.</li> <li>▪ Policy NOI 1.7: Stationary sources. Restrict noise levels from stationary sources through enforcement of the Noise Ordinance.</li> <li>▪ Policy NOI 1.9: Rail. Reduce the effects of noise and vibration impacts from rail corridors.</li> <li>▪ Policy MOB 5.2: California High-Speed Rail. Actively participate with the California HighSpeed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues.</li> </ul>
<p>City of Mountain View Code of Ordinances</p>	<p>Sec 21.26. Stationary Equipment Noise. No person shall own or operate on any property any stationary equipment [ . . . ] which produces a sound level exceeding 55 dB(A) (50 dB(A) during the night, 10 p.m. to 7 a.m.) when measured at any location on any receiving residentially used property.</p> <p>Sec. 8.709. Construction Noise. No construction activity shall commence prior to 7:00 a.m. nor continue later than 6:00 p.m., Monday through Friday, nor shall any work be permitted on Saturday or Sunday or holidays [ . . . ].</p>
<b>City of Sunnyvale</b>	
<p><i>Sunnyvale General Plan (2011)</i></p>	<p>Within this chapter of the <i>Sunnyvale General Plan</i>, which was adopted in 2011, the city has outlined the existing noise conditions and policies that are in place to maintain and/or reduce noise caused by local events, transportation, and land use operations. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal SN-8: Compatible noise Environment. Maintain or achieve a compatible noise environment for all land uses in the community.</li> <li>▪ Policy SN-8.3: Attempt to achieve a maximum instantaneous noise level of 50 dBA in other areas of residential units exposed to train or aircraft noise, where the exterior <math>L_{dn}</math> exceeds 55 dBA.</li> <li>▪ Policy SN-8.4: Prevent significant noise impacts from new development by applying state noise guidelines and Sunnyvale municipal code noise regulations in the evaluation of Land use issues and proposals.</li> <li>▪ Policy SN-8.5: Comply with "State of California Noise Guidelines for Land Use Planning" (Figure 6-5) for the compatibility of land uses with their noise environments, except where the city determines that there are prevailing circumstances of a unique or special nature.</li> <li>▪ Policy SN-8.6: Use figure 6-6 "Significant Noise Impacts from New Development on Existing Land Use" to determine if proposed development results in a "Significant Noise impact" on existing development.</li> <li>▪ Policy SN-8.7: Supplement Figure 6-5 "State of California Noise Guidelines for Land Use Planning" for residential uses by attempting to achieve an outdoor <math>L_{dn}</math> of no greater than 60 DBA for common recreational areas, backyards patios and medium and large-size balconies. These guidelines should not apply where the noise source is railroad or an airport. If the noise source is a railroad, then an <math>L_{dn}</math> of no greater than 70 dba should be achieved in common areas, backyards, patios and medium and large balconies. If the noise source is from aircraft, then preventing new residential uses within areas of high <math>L_{dn}</math> aircraft noise is recommended.</li> <li>▪ Policy SN-8.8: Avoid construction of new residential uses where the outdoor <math>L_{dn}</math> is greater than 70 dBA as a result from train noise.</li> <li>▪ Policy SN-8.9: Consider techniques which block the path of noise and insulate people from noise.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy SN-8.9a: Use a combination of barriers, setbacks, site planning and building design techniques to reduce noise impacts, keeping in mind their benefits and shortcomings.</li> <li>▪ Policy SN-8.9c: Proposed sound walls or other noise reduction barriers should be reviewed for design, location and material before installing the barrier. Sound readings should be taken before and after installing the noise reduction barrier in order to determine the efficacy of the noise reduction barrier. Measurement techniques shall be similar to procedures used by Caltrans to measure efficiency of sound walls.</li> </ul> <p>Goal SN-9: Acceptable limits for community noise. Maintain or achieve acceptable limits for the levels of noise generated by land use operations and single events.</p> <ul style="list-style-type: none"> <li>▪ Policy SN-9.1: Regulate land use operation noise.</li> <li>▪ Policy SN-9.2: Regulate select single event noises and periodically monitor the effectiveness of the regulations.</li> <li>▪ Policy SN-9.3: Apply conditions to discretionary land use permits which limit hours of operation, hours of delivery and other factors which affect noise.</li> </ul> <p>Goal SN-10: Maintained or reduced transportation noise. Preserve and enhance the quality of neighborhoods by maintaining or reducing the levels of noise generated by transportation facilities.</p> <ul style="list-style-type: none"> <li>▪ Policy SN-10.4: Mitigate and avoid the noise impacts from trains and light rail facilities</li> <li>▪ Policy SN-10.4a: Monitor plans and projects which would increase the number of commuter or freight trains and evaluate their noise impacts and seek mitigation for any change that worsens local conditions.</li> <li>▪ Policy SN-10.4c: Support legislation to reduce the noise level of trains.</li> <li>▪ Policy SN-10.4d: Seek the cooperation of train engineers to avoid unnecessary and prolonged use of air horns except for safety purposes.</li> </ul>
<p>Sunnyvale Municipal Code</p>	<p>19.42.030. Noise or sound level. Operational noise shall not exceed seventy-five dBA at any point on the property line of the premises upon which the noise or sound is generated or produced; provided, however, that the noise or sound level shall not exceed fifty dBA during nighttime or sixty dBA during daytime hours at any point on adjacent residentially zoned property. [ . . . ]</p> <p>16.08.030. Hours of construction—Time and noise limitations.</p> <p>Construction activity shall be permitted between the hours of seven a.m. and six p.m. daily Monday through Friday. Saturday hours of operation shall be between eight a.m. and five p.m. There shall be no construction activity on Sunday or federal holidays when city offices are closed.</p>
<p><b>City of Santa Clara</b></p>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The City of Santa Clara adopted the <i>2010–2035 General Plan</i> on November 16, 2010. The general plan includes the following environmental quality goals and policies which are applicable to noise and vibration:</p> <p>Goals</p> <ul style="list-style-type: none"> <li>▪ 5.10.6-G1: Noise sources restricted to minimize impacts in the community.</li> <li>▪ 5.10.6-G2: Sensitive uses protected from noise intrusion.</li> <li>▪ 5.10.6-G3: Land use, development and design approvals that take noise levels into consideration.</li> </ul> <p>Policies</p> <ul style="list-style-type: none"> <li>▪ 5.10.6-P2: Incorporate noise attenuation measures for all projects that have noise exposure levels greater than General Plan “normally acceptable” levels.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ 5.10.6-P3: New development should include noise control techniques to reduce noise to acceptable levels, including site layout, building treatments and structural measures.</li> <li>▪ 5.10.6-P4: Encourage the control of noise at the source through site design, building design, landscaping, hours of operation and other techniques.</li> <li>▪ 5.10.6-P5: Require noise-generating uses near residential neighborhoods to include solid walls and heavy landscaping along common property lines, and to place compressors and mechanical equipment in sound-proof enclosures.</li> <li>▪ 5.10.6-P6: Discourage noise sensitive uses, such as residences, hospitals, schools, libraries and rest homes, from areas with high noise levels, and discourage high noise generating uses from areas adjacent to sensitive uses.</li> <li>▪ 5.10.6-P10: Encourage transit agencies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of Caltrain, Bay Area Rapid Transit, future High-Speed Rail, light rail and bus traffic.</li> </ul>
<p><i>Santa Clara City Code</i></p>	<p>The Santa Clara City Code is current through Ordinance 1969, passed in 2017. Chapter 9.10, Regulation of Noise and Vibration, is relevant to noise and vibration:</p> <p>9.10.040 Noise or sound regulation: It shall be unlawful for any person to operate or cause to allow to be operated, any fixed source of disturbing, excessive or offensive sound or noise on property owned, leased, occupied or otherwise controlled by such person, such that the sound or noise originating from that source causes the sound or noise level on any other property to exceed the maximum noise or sound levels which are set forth, as follows:</p> <ul style="list-style-type: none"> <li>▪ Category 1: Single Family and Duplex Residential – 55 dBA between 7 am to 10 pm, and 50 dBA between 10 pm to 7 am;</li> <li>▪ Category 2: Multiple Family Residential – 55 dBA between 7 am to 10 pm; 50 dBA between 10 pm and 7 am;</li> <li>▪ Category 3: Commercial, Office – 65 dBA between 7 am and 10 pm, and 60 dBA between 10 pm and 7 am;</li> <li>▪ Light Industrial -- 70 dBA at all times; and</li> <li>▪ Heavy Industrial – 75 dBA at all times.</li> </ul> <p>9.10.050 Vibration regulation: It shall be unlawful for any person to operate or cause, permit, or allow the operation of, any fixed source of vibration of disturbing, excessive, or offensive vibration on property owned, leased, occupied, or otherwise controlled by such person, such that the vibration originating from such source is above the vibration perception threshold of an individual at the closest property line point to the vibration source on the real property affected by the vibration.</p>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The <i>Envision San José 2040 General Plan</i> was adopted in 2011, and amended in 2018. The Plan establishes the following goals and policies relevant to noise and vibration:</p> <p>Goal EC-1 – Community Noise Levels and Land Use Compatibility. Minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.</p> <ul style="list-style-type: none"> <li>▪ Policy EC-1.1: Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review.</li> </ul> <p>Interior Noise Levels</p> <ul style="list-style-type: none"> <li>- The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. [...]</li> </ul>

Plan/Policy Document	Summary
	<p>Exterior Noise Levels</p> <ul style="list-style-type: none"> <li>- The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses. The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:</li> <li>- For new multi-family residential projects and for the residential component of mixed-use development, [and single family residential uses] use a standard of 60 dBA DNL in usable outdoor activity areas [ . . . ]</li> </ul> <ul style="list-style-type: none"> <li>▪ Policy EC-1.2: Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3, and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:             <ul style="list-style-type: none"> <li>- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable"; or</li> <li>- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.</li> </ul> </li> <li>▪ Policy EC-1.7: Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:             <ul style="list-style-type: none"> <li>- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.</li> </ul> <p>For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.</p> </li> <li>▪ Policy EC-1.9: Require noise studies for land use proposals where known or suspected loud intermittent noise sources occur which may impact adjacent existing or planned land uses. For new residential development affected by noise from heavy rail, light rail, BART or other single-event noise sources, implement mitigation so that recurring maximum instantaneous noise levels do not exceed 50 dBA Lmax in bedrooms and 55 dBA Lmax in other rooms.</li> </ul> <p>Goal EC-2 – Minimize vibration impacts on people, residences, and business operations.</p> <ul style="list-style-type: none"> <li>▪ Policy EC-2.1: Near light and heavy rail lines or other sources of ground-borne vibration, minimize vibration impacts on people, residences, and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed these guidelines.</li> <li>▪ Policy EC-2.2: Require new sources of ground-borne vibration, such as transit along fixed rail systems or the operation of impulsive equipment, to minimize vibration impacts on existing sensitive land uses to levels at or below the guidelines of the Federal Transit Administration.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>Policy EC-2.3: Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.</li> </ul>
San Jose Municipal Code (2017)	<p>The San Jose Municipal Code, codified through Ordinance No. 29912, was last updated in May 2017. The Code includes the following titles and chapters relevant to noise and vibration:</p> <p>Chapter 20.100: Administration and Permits</p> <p>The City of San José does not establish quantitative noise limits for demolition or construction activities occurring in the City. According to San José Municipal Code, the legal hours of construction within 500 feet of a residential unit are limited to the hours of 7:00 a.m. to 7:00 p.m. on Monday through Friday.</p> <p>The City's Municipal Code also contains a Zoning Ordinance that limits noise levels generated by standby-by/backup and emergency generators. The noise level emitted by these generators shall not exceed 55 decibels at the property line of residential properties. The standards and criteria for stand-by/ backup generators are set as follows:</p> <ul style="list-style-type: none"> <li>Maximum noise levels, based upon a noise analysis by an acoustical engineer, will not exceed the applicable noise standards set forth in Title 20.80.2030.</li> <li>Testing of generators is limited to 7 a.m. to 7 p.m., Monday through Friday.</li> </ul>

Sources: City of Belmont 2017a; City of Brisbane 2019; City of Burlingame 2018a, 2019; City of Daly City 2013; City of Menlo Park 2013; City of Millbrae 1998; City of Mountain View 2012; City of Palo Alto 2017a; City of Redwood City 2010; City of San Bruno 2009; City of San Carlos 2009; City of San Jose 2018; City of South San Francisco 1999; City and County of San Francisco 2004; City of San Mateo 2010a; City of Santa Clara 2010; City of Sunnyvale 2011; County of San Mateo 2011, 2013a; County of Santa Clara 1994; Town of Atherton 2020

BART = Bay Area Rapid Transit  
 Caltrans = California Department of Transportation  
 CNEL = community noise equivalent level  
 dB = decibel  
 dBA = A-weighted decibel  
 DNL = day/night sound level  
 FRA = Federal Railroad Administration  
 HSR = high-speed rail  
 L<sub>dn</sub> = day-night sound level  
 L<sub>eq</sub> = sound level equivalent  
 PDA = priority development area  
 SamTrans = San Mateo County Transit District  
 SFO = San Francisco International Airport  
 UPRR = Union Pacific Railroad  
 VdB = velocity level

## Electromagnetic Fields and Electromagnetic Interference

**Table 4 Regional and Local Plans and Policies Relevant to Electromagnetic Fields and Electromagnetic Interference**

Plans and Policies	Summary
<b>City and County of San Francisco</b>	
<p>City and County of San Francisco, Wireless Telecommunication Services Facilities Siting Guidelines (1996)</p>	<p>The City and County of San Francisco adopted the Wireless Telecommunications Services Facilities Siting Guidelines on August 15, 1996, which include the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ Section 7.LU1: WTS facilities should meet FCC health and safety standards. Operation of new facilities should not cause interference with existing nearby facilities such that the existing facility would be required to increase its power source or other equipment to continue proper service. These potential impacts should be considered, measured, and mitigated prior to approval of a new facility.</li> <li>▪ Section 11.2.b: Provide a report, subject to approval of the Zoning Administrator, that operation of the facilities in addition to ambient RF emission levels will not exceed adopted FCC standards with regard to human exposure in uncontrolled areas.</li> <li>▪ Section 11.3.b: Documentation that demonstrates will not cause any potential exposure to RF emissions that exceed adopted FCC emission standards for human exposure in uncontrolled areas.</li> <li>▪ Section 11.6: Within 10 days of the installation and operation of the facilities, the Project Sponsor shall confirm in writing to the Zoning Administrator that the facilities are being maintained and operated in compliance with applicable Building, Electrical, and other Code requirements, as well as applicable FCC emission standards.</li> <li>▪ Section 11.7 a.iv: Implement any other practice reasonably necessary to ensure that the facility is operated in compliance with adopted FCC RF emission standard.</li> <li>▪ Section 11.9: It is a continuing condition of this authorization that the facilities be operated in such a manner so as not to contribute to ambient RF/EMF emission standards; violation of this condition shall be grounds for revocation.</li> </ul>
<b>San Mateo County</b>	
<p><i>Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (2012)</i></p>	<p>The Comprehensive Airport Land Use Compatibility Plan includes the following relevant electromagnetic policy prohibiting electrical interference:</p> <ul style="list-style-type: none"> <li>▪ Airspace Protection Policy AP-4, Other Flight Hazards are Incompatible. Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft taking off or landing at the Airport or in flight are incompatible in Area B of the Airport Influence Area. They may be permitted only if the uses are consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations and with any performance standards cited below must be provided to the Airport Land Use Commission (C/CAG Board) by the sponsor of the proposed land use action. Specific characteristics which are incompatible and should be avoided include: [ . . . ] (d) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar. [ . . . ]</li> </ul>

Plans and Policies	Summary
<p><i>Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport (2016)</i></p>	<p>The Comprehensive Airport Land Use Compatibility Plan includes the following relevant electromagnetic policy prohibiting electrical interference:</p> <ul style="list-style-type: none"> <li>▪ Airspace Protection Policy 6, Other Flight Hazards are Incompatible. Land uses that may cause visual, electronic, navigational, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at San Carlos Airport are incompatible in Area B of the Airport Influence Area. These uses may be permitted only if the uses are determined to be consistent with FAA rules and regulations. Proof of consistency with FAA rules and regulations and with any performance standards cited below must be provided to the C/CAG Board by the proponent of the proposed land use action. Specific characteristics which are incompatible and should be avoided include: [. . .] (5) Sources of electrical interference with aircraft or air traffic control communications or navigation equipment, including radar. [. . .]</li> </ul>
<b>City of Brisbane</b>	
<p>Brisbane Municipal Code</p>	<p>The Brisbane Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 17.32.032.A: To accommodate wireless telecommunication facilities in a manner which will not adversely impact surrounding uses and properties and is compatible with the community.</li> <li>▪ 17.32.032.G.7: All new wireless telecommunication facilities shall be designed and operated in conformance with applicable ANSI standards and in compliance with all applicable FCC standards.</li> </ul>
<b>City of South San Francisco</b>	
<p>South San Francisco Municipal Code</p>	<p>The South San Francisco Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 20.370.001: These regulations are intended to protect and promote public safety, community welfare, and the aesthetic quality of the City consistent with the goals, objectives, and policies of the General Plan while providing for managed development of wireless telecommunications infrastructure in accordance with the Federal Telecommunications Act of 1996 and related requirements in state law.</li> <li>▪ 20.370.003.A: All towers and antennas are required to meet or exceed current standards and regulations of the FCC, the FAA, and any other agency of the State or Federal government with the authority to regulate towers and antennas. If such standards and regulations are changed, then the owners of the towers and antennas governed by this chapter shall bring such towers and antennas into compliance with such revised standards and regulations within six months of the effective date of such standards and regulations, unless a different compliance schedule is mandated by the controlling State or Federal agency. Failure to bring towers and antennas into compliance with such revised standards and regulations shall constitute grounds for the removal of the tower or antenna at the owner's expense.</li> <li>▪ 20.370.004.B.2: Documentation of, or a sworn statement by an authorized representative that applicant is in, compliance with all conditions imposed in conjunction with such licenses or approvals, a description of the number, type, power rating, frequency range, and dimensions of antennas, equipment cabinets, and related wireless communications facilities proposed to be installed, and engineering calculations demonstrating that the proposed facility will comply with all applicable FCC requirements and standards.</li> </ul>

Plans and Policies	Summary
<b>City of San Bruno</b>	
San Bruno Municipal Code	<p>The San Bruno Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 12.220.020: To provide uniform standards for the design, placement, and permitting of telecommunication facilities consistent with applicable federal requirements.</li> <li>▪ 12.220.070: A qualified electrical engineer licensed by the state of California shall prepare an evaluation of RF electromagnetic field exposures identifying the federal standards and demonstrating that RF levels generated by facility meet federal standards, including cumulative impact from nearby facilities.</li> </ul>
<b>City of Millbrae</b>	
Millbrae Municipal Code	<p>The Millbrae Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 10.30.010: To establish a consistent set of standards to regulate the placement and design of antennas and wireless communication facilities in the City of Millbrae.</li> <li>▪ 10.30.040: WCF shall comply with all applicable general plan goals, objective, programs and policies [...], and the FCC rules, regulations and standards.</li> <li>▪ 10.30.060.B.3: The RF Environmental Evaluation Report shall explicitly say that “operation of the proposed facility in addition to other ambient RF emission levels will not exceed current FCC-adopted standards with regard to human exposure in controlled and uncontrolled areas as defined by the FCC”.</li> <li>▪ 10.30.060.D: If the FCC RF emission standards are modified, the operator shall ensure that the facility is reevaluated for compliance with the new standards, and a recertification statement [...] shall be submitted by the operator [...] prior to the effective date of the new FCC RF emission standards.</li> </ul>
<b>City of Burlingame</b>	
Burlingame Municipal Code	<p>The Burlingame Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 25.77.010: To regulate, as allowed by state and federal law and regulations, the location of communications facilities in the City of Burlingame in a manner that recognizes the community benefits of communications technology, which provides clear guidance to the communications industry but also recognizes the strong need to preserve the City’s aesthetic traditions.</li> <li>▪ 25.77.030: This chapter shall apply to the entire area within the City of Burlingame city limits including all zoning districts, all public property and all public right-of-way. This chapter shall not be applied or interpreted, to prohibit or to have the effect of prohibiting wireless communications services, to regulate the placement, construction or modification of wireless communications facilities on the sole basis of the environmental effects of radio frequency emissions, provided that such facilities comply with FCC regulations, or to unreasonably discriminate among providers of functionally equivalent wireless communications services.</li> <li>▪ 25.77.060.a10: Certification by a qualified third party that the proposed wireless communication facility will comply with applicable RF emission standards as established by the FCC.</li> <li>▪ 25.77.080.a: All wireless communication facilities shall meet or exceed current standards and regulations of the FCC, the FAA, and any other agency of the state or federal government with the authority to regulate wireless communication facilities. If such standards and regulations are changed and are made applicable to existing facilities, the owners of the facilities governed by this chapter shall bring such facilities into compliance with such revised standards and regulations within 6 months of the effective date of such standards and regulations, unless a different compliance schedule is mandated by the controlling state or federal agency. Failure to bring wireless communication facilities into compliance with such revised standards and regulations</li> </ul>



Plans and Policies	Summary
	shall constitute grounds for the removal of the facilities at the owner's expense, revocation of any permit or imposition of any other applicable penalty.
<b>City of San Carlos</b>	
San Carlos Municipal Code	<p>The San Carlos Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 18.24.010: [...] These regulations are intended to protect and promote public safety, community welfare, and the aesthetic quality of the City, consistent with the goals, objectives, and policies of the General Plan, while providing for managed development of wireless communications infrastructure in compliance with the Federal Telecommunications Act of 1996 and related requirements in State law.</li> <li>▪ 18.24.030.A: All towers and antennas must meet or exceed current standards and regulations of the FCC, the FAA, and any other agency of the State or Federal government with the authority to regulate towers and antennas. If such standards and regulations are changed, the owners of the towers and antennas governed by this chapter shall bring such towers and antennas into compliance with such revised standards and regulations within six months of the effective date of such standards and regulations, unless a different compliance schedule is mandated by the controlling State or Federal agency. Failure to bring towers and antennas into compliance with such revised standards and regulations shall constitute grounds for the removal of the tower or antenna at the owner's expense.</li> <li>▪ 18.24.030.F.2: Periodic review, at the permittee's expense, by a qualified independent engineer, approved by the City, to ensure compliance with the most current Federal and State regulatory and operational standards including, but not limited to, FCC radio frequency emission standards and FAA height standards.</li> <li>▪ 18.24.030.G.1: Within forty-five days of commencement of operations, the permittee shall provide verification by qualified experts that the RF levels comply with FCC regulation and that all equipment complies with the City noise regulations.</li> <li>▪ 18.24.040.C.1: Copies of, or a sworn statement by an authorized representative that applicant holds, all applicable licenses or other approvals required by the FCC, the CPUC, and any other agency of the Federal or State government with authority to regulate wireless communications facilities that are required in order for the applicant to construct the proposed facility.</li> </ul>
<b>Town of Atherton</b>	
Atherton Municipal Code	<p>The Atherton Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 12.05.010: To regulate the installations and operations of various WTFs in the town recognizing the benefits of wireless telecommunications while reasonably respecting other important town needs, including the protection of public health, safety and welfare.</li> <li>▪ 12.05.120.A.2: Rules, regulations, and standards of the state and federal governments and the town, including without limitation the FCC, the CPUC, and the code.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County: Norman Y. Mineta San Jose International Airport Comprehensive Land Use Plan (2016)</i></p>	<p>The Comprehensive Airport Land Use Compatibility Plan for San Jose International Airport includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ General Compatibility Policy G-6: Any proposed uses that may cause a hazard to aircraft in flight are not permitted within the AIA. Such uses include electrical interference, high intensity lighting, attraction of birds (certain agricultural uses, sanitary landfills), and activities that may produce smoke, dust, or glare. This policy requires the height at maturity of newly planted trees to be considered to avoid future penetration of the FAA FAR Part 77 Surfaces.</li> <li>▪ Safety Compatibility Policy S-7: The following uses shall be prohibited in all Airport Safety Zones: Any use which would generated electrical interference that may be</li> </ul>

Plans and Policies	Summary
	detrimental to the operation of aircraft and/or aircraft instrumentation, communication or navigation equipment.
<b>City of Palo Alto</b>	
Palo Alto Municipal Code	<p>The Palo Alto Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 18.42.110.j.3: Applicant shall hire a radio engineer licensed by the State of California to measure the actual radio frequency emission of the WCF and determine if it meets FCC's standards. A report, certified by the engineer, of all calculations, required measurements, and the engineer's findings with respect to compliance with the FCC's radio frequency emission standards shall be submitted to the Planning Division within one year of commencement of operation.</li> </ul>
<b>City of Sunnyvale</b>	
Sunnyvale Municipal Code	<p>The Sunnyvale Municipal Code includes the following relevant electromagnetic policies:</p> <ul style="list-style-type: none"> <li>▪ 19.54.010.a: To provide a uniform and comprehensive set of standards for the development, siting and installation of wireless telecommunication facilities and antennas. The regulations contained herein are designed to protect and promote public health, safety, community welfare, and the aesthetic quality of the city as set forth within the goals, objectives, and policies for managed development of wireless telecommunications infrastructure in accordance with the guidelines and intent of the Telecommunications Act of 1996.</li> <li>▪ 19.54.030.b: Each facility must comply with any and all applicable regulations and standards promulgated or imposed by any state or federal agency, including, but not limited to, the FCC and the FAA.</li> <li>▪ 19.54.120.a.1: [...] each facility is being operated in accordance with the approved local and federal permits and includes test results that confirm the facility meets noise requirements and RF emissions requirements.</li> <li>▪ 19.54.150.a: No wireless telecommunication facility shall be sited or operated in such a manner that it poses, either by itself or in combination with other facilities, a potential threat to public health. To that end, no facility or combination of facilities shall produce at any time power densities in any inhabited area that exceed the FCC's MPE limits for electric and magnetic field strength and power density for transmitters or any more restrictive standard subsequently adopted or promulgated by the city, county, the state of California, or federal government.</li> <li>▪ 19.54.150.b: Initial compliance with this requirement shall be demonstrated for any facility within three hundred feet of residential uses or sensitive receptors such as schools, churches, hospitals, etc., and all broadcast radio and television facilities, regardless of adjacent land uses, through submission, at the time of application for the necessary permit or entitlement, calculations specifying MPE levels in the inhabited area where the levels produced are projected to be highest. If these calculated levels exceed eighty percent of the MPE limits, the applicant shall hire a qualified electrical engineer licensed by the state of California to measure exposure levels at the location after the facility is in operation. A report of these measurements and the engineer's findings with respect to compliance with MPE limits shall be submitted to the director of community development. The facility shall not commence normal operations until it complies with, or has been modified to comply with this standard. [...]</li> <li>▪ 19.54.150.c: Every wireless telecommunication facility within three hundred feet of an inhabited area and all broadcast radio and television facilities shall demonstrate continued compliance with the MPE limits. Every five years a report listing each transmitter and antenna present at the facility and the effective radiated power radiated shall be submitted to the director of community development. If either the equipment or effective radiated power has changed, calculations specifying exposure levels in the</li> </ul>

Plans and Policies	Summary
	<p>inhabited areas where the levels are projected to be highest shall be prepared. Calculations shall also be prepared every time the adopted MPE limits change. If calculated levels in either of these cases exceed eighty percent of the MPE limits, the operator of the facility shall hire a qualified electrical engineer licensed by the state of California to measure the actual exposure levels produced. A report of these calculations, required measurements, if any, and the engineer’s findings with respect to compliance with the current MPE limits shall be submitted to the director of community development within five years of facility approval and every five years thereafter. In the case of a change in the limits, the required report shall be submitted within ninety days of the date the change becomes effective.</p> <ul style="list-style-type: none"> <li>▪ 19.54.150.d: Failure to supply the required reports or to remain in continued compliance with the MPE limits shall be grounds for revocation of the discretionary permit.</li> </ul>
<b>City of Santa Clara</b>	
<p>Santa Clara City Code, Title 12 Chapter 40 Sec 450</p>	<p>This section of the Santa Clara City Code provides the following exception regarding underground utilities for facilities transmitting electric energy in excess of specified voltages and for mass transit conveyances:</p> <ul style="list-style-type: none"> <li>▪ Poles, overhead wires, and associated overhead facilities used for the transmission of electric energy with potential difference of more than fifty thousand (50,000) volts or any overhead circuit with a current carrying capacity of four hundred (400) amperes or more at twelve thousand (12,000) volts line to line or direct current facilities used for mass transit conveyances shall be exempt from the provisions of this article.</li> </ul>

Sources: *City and County of San Francisco 1996b; City/County Association of Governments of San Mateo County 2012, 2016; County of Santa Clara 2016b*

ANSI = American National Standards Institute  
 CPUC = California Public Utilities Commission  
 EMF = electromagnetic fields  
 FAA = Federal Aviation Administration  
 FCC = Federal Communications Commission  
 MPE = Maximum Permissible Exposure  
 RF = radio frequency  
 WCF = wireless communication facilities  
 WTS = wireless telecommunications services

## Public Utilities and Energy

**Table 5 Regional and Local Plans and Policies Relevant to Public Utilities and Energy**

Plan/Policy Document	Summary
<b>Regional</b>	
<p><i>Plan Bay Area 2040</i> (2017)</p>	<p><i>Plan Bay Area 2040</i> was adopted in 2017 by ABAG and MTC. This “Action Plan” makes the following recommendations:</p> <ul style="list-style-type: none"> <li>▪ Develop a regional governance strategy for climate adaptation projects: Develop an institutional strategy for managing, coordinating, and implementing regional and local projects related to climate change adaptation.</li> <li>▪ Create new funding sources for adaptation and resilience: Pursue new funding opportunities, including innovative financing, for resilience planning and implementation, including retrofits of buildings, retrofits of existing infrastructure, and infrastructure solutions to protect against flooding, earthquakes, and exposure to environmental health risks.</li> <li>▪ Access infrastructure and workforce training funding for economic development: Establishing an Economic Development District will enable the region to compete for federal economic and workforce development funding from the United States Economic Development Administration. Potential funding uses could include, for example, incentivizing job growth in jobs-poor cities and assistance with downtown revitalization. Additional relevant grant opportunities include: seed funding for commercializing clean energy technology and public works funding to upgrade roadway, sewer, and water infrastructure. This funding could be used to support a clean-technology sector that would support dual objectives of reducing emissions from transportation and other sources as well as up-skilling the Bay Area manufacturing labor force.</li> </ul>
<p><i>Taming Natural Disasters 2010 Update</i> (2010)</p>	<p>ABAG adopted the <i>Taming Natural Disasters 2010 Update</i> in 2011. The following strategy is applicable to public utilities:</p> <ul style="list-style-type: none"> <li>▪ Infrastructure 2-(a-4): Retrofit or replace critical lifeline infrastructure facilities and/or their backup facilities that are shown to be vulnerable to damage in natural disasters.</li> </ul>
<b>City and County of San Francisco</b>	
<p><i>City of San Francisco General Plan, Environmental Protection Element</i> (2004)</p>	<p>The <i>City of San Francisco General Plan</i> was adopted in 1996, with partial updates to the Environmental Protection Element in 2004. The following objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Environmental Protection Objective 12: Establish the City and County of San Francisco as a model for energy management.</li> <li>▪ Environmental Protection Objective 14: Promote effective energy management practices to maintain the economic vitality of commerce and industry.</li> <li>▪ Environmental Protection Objective 15: Increase the energy efficiency of transportation and encourage land use patterns and methods of transportation which use less energy.</li> <li>▪ Environmental Protection Policy 15.1: Increase the use of transportation alternatives to the automobile.</li> <li>▪ Environmental Protection Policy 15.3: Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.</li> </ul>

Plan/Policy Document	Summary
<p>San Francisco City Municipal Code</p>	<p>The San Francisco City and County Municipal Code includes a Public Works Code and Environmental Code. The following articles are relevant to the project:</p> <p>Public Works Code</p> <ul style="list-style-type: none"> <li>▪ Article 2.4, Excavation in the Public Right-of-Way, governs excavation in the public right-of-way including permitting and coordination of activities.</li> <li>▪ Article 14, Underground Pipes, Wires and Conduits, grants privileges to lay down, maintain, and operate pipes, wires, and conduits in the public streets as necessary to supply the city with gas and electricity for lighting, heating and power purposes.</li> <li>▪ Article 18, Utility Facilities—Section 906 Notice to Remove or Relocate Utility Facilities, requires notice given to a utility owner or operator before removal or adjustment of utility facilities.</li> </ul> <p>Environmental Code</p> <ul style="list-style-type: none"> <li>▪ Chapter 9, Greenhouse Gas Emissions—Section 907-Local Energy Generation, urges the development of a local electricity generation plan.</li> <li>▪ Chapter 14, Construction and Demolition Debris Recovery Ordinance, governs the removal of construction and demolition debris.</li> <li>▪ Chapter 19, Mandatory Recycling and Composting Ordinance, requires all properties and everyone in the city to separate their recyclables, compostables, and landfill trash.</li> </ul>
<p><i>2015 Urban Water Management Plan for the City and County of San Francisco (2016)</i></p>	<p>The <i>2015 Urban Water Management Plan for the City and County of San Francisco</i> was approved in 2016. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ <b>Delivery Reliability:</b> Increase delivery reliability and improve ability to maintain the system through the following performance objectives: <ul style="list-style-type: none"> <li>- Provide operational flexibility to allow planned maintenance shutdown of individual facilities without interrupting customer service.</li> <li>- Provide operational flexibility to minimize the risk of service interruption due to unplanned facility upsets or outages.</li> <li>- Provide operational flexibility and system capacity to replenish local reservoirs as needed.</li> <li>- Meet the estimated average annual demand of 300 mgd under the conditions of one planned shutdown of a major facility for maintenance concurrent with one unplanned facility outage due to a natural disaster, emergency, or facility failure/upset.</li> </ul> </li> <li>▪ <b>Water Supply:</b> Meet customer water needs in non-drought and drought periods through the following performance objectives: <ul style="list-style-type: none"> <li>- Meet average annual demand of 265 mgd from the SFPUC watersheds for retail and wholesale customers during non-drought years for system demands through 2018.</li> <li>- Meet dry-year delivery needs through 2018 while limiting rationing to a maximum 20 percent system-wide reduction in water service during extended droughts.</li> <li>- Diversify water supply options during non-drought and drought periods.</li> <li>- Improve use of new water sources and drought management, including groundwater, recycled water, conservation, and transfers.</li> </ul> </li> </ul>

Plan/Policy Document	Summary
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan Policies (2013)</i></p>	<p>The <i>San Mateo County General Plan</i> was approved in November 1986, and the policies were updated in 2013. The following goals and objectives are relevant to the project:</p> <p><b>Water Supply</b></p> <ul style="list-style-type: none"> <li>▪ Goal 10.1: Coordinate Planning. Coordinate water supply planning with land use and wastewater management planning to assure that the supply and quality of water is commensurate with the level of development planned for an area.</li> <li>▪ Goal 10.2: Safeguarding Water Supplies. Seek to safeguard the productive capacity of groundwater aquifers and storage reservoirs.</li> <li>▪ Goal 10.3: Water Conservation. Promote the conservation and efficient use of water supplies.</li> <li>▪ Goal 10.4: Development of Water Supplies. Promote the development of water supplies to serve: (1) agricultural uses, as the highest priority; (2) domestic uses; and (3) recreational uses.</li> <li>▪ Goal 10.25: Efficient Water Use. (a) Encourage the efficient use of water supplies through effective conservation methods; (b) Require the use of water conservation devices in new structural development; (c) Encourage exterior water conservation; (d) Encourage water conservation for agricultural uses by using efficient irrigation practices.</li> <li>▪ Goal 10.26: Wastewater Reuse. (a) Encourage the reuse and recycling of water whenever feasible; (b) Encourage the use of treated wastewater that meets applicable County and State health agency criteria; (c) Support small-scale and on-site water recycling technologies, which meet public health and safety standards, for landscaping and agricultural purposes.</li> </ul> <p><b>Wastewater</b></p> <ul style="list-style-type: none"> <li>▪ Goal 11.1: Adequate Wastewater Management. Plan for the provision of adequate wastewater management facilities to serve development in order to protect public health, wildlife habitats, and water quality.</li> <li>▪ Goal 11.2: Coordinate Planning. Coordinate wastewater management planning with land use and water supply planning to assure that the capacity of sewerage facilities is commensurate with the level of development planned for an area.</li> </ul> <p><b>Solid Waste</b></p> <ul style="list-style-type: none"> <li>▪ Goal 13.1: Management of Solid Waste Disposal. Provide management of solid waste in the most efficient and economical manner which will provide adequate services, protect the public health, prevent the creation of nuisances, reduce waste generation and provide for maximum resource recovery.</li> <li>▪ Goal 13.4: Maximize Energy Conservation. Manage solid waste in such a way as to maximize energy conservation.</li> <li>▪ Goal 13.5: Minimize Dependence on Landfills. Reduce to a minimum the dependence on landfills by promoting recycling, resource recovery and reduction of residential and commercial wastes.</li> <li>▪ Goal 13.6: Promote Materials Recovery and Energy Recovery. Promote the recovery of by-products from solid waste and provide for the timely utilization of technological advances in the fields of materials recovery and energy recovery.</li> </ul>

Plan/Policy Document	Summary
<p><i>North Fair Oaks Community Plan (2011)</i></p>	<p>The <i>North Fair Oaks Community Plan</i> was adopted in November 2011. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 4.1: Improve the potable water system, which currently contains older conveyance pipes and lacks emergency storage facilities.</li> <li>▪ Goal 4.2: Improve conveyance and treatment capability of sanitary sewer system facilities within North Fair Oaks.</li> <li>▪ Goal 4.3: Improve stormwater treatment facilities.</li> <li>▪ Policy 3A: Continue to implement all local and state mandated stormwater treatment controls (C.3 requirements), including requiring that all new developments adhere to the current thresholds for requiring stormwater treatment and that all new developments provide a Stormwater Maintenance Agreement that will be recorded with the property deed to ensure on-going maintenance of these private stormwater treatment areas is being performed. Continue to require all new developments to comply with the Countywide Stormwater Pollution Prevention Program and to provide erosion and sediment control plans and Best Management Practices for all construction activities.</li> <li>▪ Policy 3D: Pursue new Low Impact Development standards that promote both treatment and storage of stormwater runoff. These Low Impact Development standards should require new developments to minimize impervious surfaces, use stormwater as a resource (rain water harvesting for irrigation or other select uses), and preserve/ re-create natural landscape features. New developments could adhere to these standards through the use of rain gardens/bioretention areas, green roofs, cisterns, permeable pavement, or other tools.</li> <li>▪ Goal 4.4: Improve the conveyance facilities of the current storm drain system within North Fair Oaks.</li> <li>▪ Goal 4.5: Reduce the impact of flooding in North Fair Oaks.</li> <li>▪ Goal 4.6: Establish infrastructure to enable the use of recycled and “gray” water within the North Fair Oaks community.</li> </ul>
<p><i>Sewer System Management Plan (2019)</i></p>	<p>The County of San Mateo <i>Sewer System Management Plan</i> was updated in August 2019. The plan describes the County’s management, operations, and maintenance activities for the ten Sewer Maintenance and Sanitation Districts operated and maintained by the County. The following goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Manage, operate, and maintain the condition of the wastewater collection systems to provide reliable service</li> </ul>
<p>San Mateo County Ordinance Code</p>	<p>The following chapters of the San Mateo County Ordinance Code are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 4, Sanitation and Health—Chapter 4.24 Sewer Connections, regulates the opening, modification, or connection with sewer systems.</li> <li>▪ Title 4, Sanitation and Health—Chapter 4.40 Underground Utility Districts, provides for underground utilities in certain areas and regulating the use of aboveground utility lines.</li> <li>▪ Title 4, Sanitation and Health—Chapter 4.105 Recycling and Diversion of Debris from Construction and Demolition, encourages the maximum feasible collection of salvageable and recyclable materials during demolition activities.</li> </ul>

Plan/Policy Document	Summary
<b>City of Brisbane</b>	
<i>1994 General Plan City of Brisbane (1994)</i>	<p>The <i>1994 General Plan City of Brisbane</i> was adopted in June 1994. The following policies are relevant to the project:</p> <p>Chapter IX, Conservation</p> <ul style="list-style-type: none"> <li>▪ Policy 133: Encourage conservation of domestic water.</li> <li>▪ Program 138b: Encourage the use of water conserving landscape and irrigation systems.</li> <li>▪ Program 138c: Utilize, if safe and appropriate, recycled water for landscape irrigation and dust control.</li> <li>▪ Program 138e: As a part of the land use planning process, consider how water conserving features are incorporated into project design.</li> <li>▪ Policy 139: Promote the conservation of non-renewable energy resources.</li> <li>▪ Policy 141: Encourage the installation of energy-efficient appliances.</li> <li>▪ Policy 142: Continue to support vehicle trip-reduction programs to conserve nonrenewable fuels.</li> <li>▪ Policy 143: Maximize opportunities to recycle solid waste.</li> <li>▪ Program 143a: Continue to participate in joint planning and collection programs with other agencies, such as those required by AB 939, to manage solid waste in order to maximize reclamation and reuse of the resources contained in the solid waste stream and reduce the impacts on landfills.</li> </ul>
Brisbane Municipal Code	<p>The Brisbane Municipal Code was originally passed in 1981. The following titles are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 13, Public Services, governs the maintenance, operations, and use of public sewer, stormwater, and water systems.</li> <li>▪ Title 15, Building and Construction—Chapter 15.75—Recycling and Diversion of Debris from Construction and Demolition, provides for diversion of demolition and construction materials from landfills.</li> </ul>
<b>City of South San Francisco</b>	
<i>South San Francisco General Plan (1999, 2014)</i>	<p>The <i>South San Francisco General Plan</i> was adopted in October 1999, and updated in 2014. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 5.3-G-1: Promote the orderly and efficient operation and expansion of the water system to meet projected needs.</li> <li>▪ Policy 5.3-G-2: Encourage water conservation measures for both existing and proposed development.</li> <li>▪ Policy 5.3-I-2: Establish guidelines and standards for water conservation and actively promote the use of water-conserving devices and practices in both new construction and major alterations and additions to existing buildings.</li> <li>▪ Policy 5.3-G-4: Promote the orderly and efficient operation and expansion of the wastewater system to meet projected needs.</li> <li>▪ Policy 7.2-G-2: Enhance the quality of surface water resources and prevent their contamination.</li> <li>▪ Policy 7.3-G-3: Reduce energy use in the built environment.</li> <li>▪ Policy 7.3-G-4: Encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.</li> </ul>



Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 8.3-G-1: Reduce the generation of solid waste, including hazardous waste, and recycle those materials that are used, to slow the filling of local and regional landfills, in accord with the California Integrated Waste Management Act of 1989.</li> <li>▪ Policy 8.3-I-1: Continue to work toward reducing solid waste, increasing recycling, and complying with the San Mateo County Integrated Waste Management Plan.</li> </ul>
<p><i>City of South San Francisco Sewer System Management Plan (2019)</i></p>	<p>The <i>City of South San Francisco Sewer System Management Plan</i> was revised in November 2019. The purpose of the plan is to provide a plan and schedule to manage, operate, and maintain all parts of the sanitary sewer system to reduce the frequency of sanitary sewer overflows and mitigate any overflows that occur. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Properly manage and operate the City facilities to minimize sanitary sewer overflows.</li> <li>▪ Provide adequate capacity to convey peak wastewater flows.</li> <li>▪ Preserve the City’s capital investment in the sanitary sewer system to assure maximum system service life.</li> </ul>
<p>South San Francisco Municipal Code</p>	<p>The South San Francisco Municipal Code was adopted in 1981. The following title is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 13, Public Improvements—Chapter 13.16, Underground Utility Installations, provides for the development of underground utility lines.</li> </ul>
<b>City of San Bruno</b>	
<p><i>San Bruno General Plan (2009)</i></p>	<p>The <i>San Bruno General Plan</i> was adopted in March 2009. The following policies are relevant to the project:</p> <p>Chapter 8, Public Facilities and Services Element</p> <ul style="list-style-type: none"> <li>▪ Policy PFS-C: Ensure that the City’s water supply systems are adequate to serve the city’s present and anticipated needs, and that water conservation is implemented in all residences and businesses.</li> <li>▪ Policy PFS-D: Ensure that the City’s wastewater collection and treatment systems are adequate to serve the city’s present and anticipated needs, are safe, and are environmentally sound.</li> <li>▪ Policy PFS-E: Ensure that the City’s solid waste collection agency provides clean and convenient garbage and recycling service.</li> <li>▪ Policy PFS-J: Develop comprehensive programs to decrease energy consumption at the household, business, and City government level.</li> <li>▪ Policy PFS-9: Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.</li> <li>▪ Policy PFS-12: Work actively with the San Francisco Bay Area Water Supply and Conservation Agency, adjacent cities, and the water agencies of San Mateo County to increase water conservation measures and minimize the effects of aquifer depletion.</li> <li>▪ Policy PFS-13: Establish water conservation Best Management Practices and require them for new development and for municipal buildings and facilities.</li> <li>▪ Policy PFS-20: Require expansion of the City’s sewer collection system proportionate with new development’s fair share of demand.</li> <li>▪ Policy PFS-23: Expand recycling services to include all commercial and industrial businesses in San Bruno.</li> <li>▪ Policy PFS-62: Develop and implement a Green Building Design Ordinance and design guidelines for climate-oriented site planning, building design, and landscape design to promote energy efficiency. [. . .]</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy PFS-66: Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.</li> <li>▪ Policy PFS-72: Work with utility providers to ensure that adequate electrical and natural gas facilities and services are available to meet the demands of existing and future development.</li> <li>▪ Policy PFS-73: Provide for utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of utility facilities.</li> <li>▪ Policy HS-D: Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requiring building design and engineering that meets or exceeds known flood risk requirements.</li> </ul>
<p><i>City of San Bruno Sewer System Management Plan (2016)</i></p>	<p>The <i>City of San Bruno Sewer System Management Plan</i> was adopted in March 2016. The plan documents the policies, procedures, and activities that are included in the planning, management, operation, and maintenance of the City's sanitary sewer system. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ To properly manage, operate, and maintain all portions of the City wastewater collection system.</li> <li>▪ To provide adequate capacity to convey peak wastewater flows.</li> <li>▪ To minimize the frequency and volume of sanitary sewer overflows.</li> </ul>
<p>San Bruno Municipal Code</p>	<p>The following titles of the San Bruno Municipal Code are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 8, Streets, Sidewalks, and Rights-of-Way—Chapter 8.28-Underground Utility Facilities, provides for the development of underground utility lines including holding public hearings by council on placing utilities underground, maintenance and construction of poles, communication with property owners, and management of participating parties and procedures.</li> <li>▪ Title 10, Municipal Services—Chapter 10.23, Recycling and Diversion of Debris from Construction and Demolition, provides for diversion of demolition and construction materials from landfills, permitting, on-site practices, and reporting practices.</li> </ul>
<b>City of Millbrae</b>	
<p><i>City of Millbrae General Plan (1998)</i></p>	<p>The <i>City of Millbrae General Plan</i> was adopted in November 1998. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy PC6.11: Water Conservation. Conserve water resources in existing and new development, and work with the San Francisco Bay Area Water Users Association and the water agencies of the San Mateo County to develop a regional approach to water conservation.</li> <li>▪ Policy PC6.12: Water Saving Landscaping and Irrigation. Promote the use of low water-use landscaping and irrigation devices in parks and require such devices of new projects during review of new projects and modifications to existing developments.</li> <li>▪ Policy PC6.15: Energy Efficiency, Title 24. Require that all new buildings and additions in the City be in compliance with the energy efficiency standards of Title 24 of the California State Building Code.</li> <li>▪ Policy PC6.18: Energy Conservation. Promote energy conservation in new and existing development and encourage use of alternative energy sources, including passive heating and cooling, by allowing variances to site or building requirements (i.e., setbacks, lot coverage, building height, etc.) where consistent with public health and safety.</li> <li>▪ Policy PC6.19: Recycling. Enhance the long-term viability of natural resources and reduce the volume of material sent to solid waste sites by continuing the City's source</li> </ul>

Plan/Policy Document	Summary
	<p>reduction and recycling programs, encouraging the participation of all City residents and businesses.</p> <ul style="list-style-type: none"> <li>▪ Program PCIP-27: Deconstruction Program. Establish a program to recycle building construction and demolition material as much as possible.</li> </ul>
<p><i>Millbrae Station Area Specific Plan (2016)</i></p>	<p>The <i>Millbrae Station Area Specific Plan</i> was adopted in February 2016. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy P-Util 1: Establish a water supply distribution system that is adequate to serve the potable and fire protection needs of new development.</li> <li>▪ Policy P-Util 3: Reduce water consumption through a program of water conservation measures.</li> <li>▪ Policy P-Util 4: Encourage use of gray water where available.</li> <li>▪ Policy P-Util 6: Improve the wastewater collection system to accommodate demands from new development.</li> <li>▪ Policy P-Util 7: Provide necessary storm drainage facilities as new development is constructed.</li> <li>▪ Policy P-Util 8: Incorporate sustainable stormwater management features in new development and public improvements, including low impact development features and swales, permeable pavers, and other similar features to manage stormwater runoff from public streets.</li> <li>▪ Policy P-Util 9: Provide adequate electrical, gas, and telecommunications services to support new development.</li> <li>▪ Policy P-Util 10: Incorporate energy conserving design and equipment into new development in order to promote energy conservation.</li> <li>▪ Policy P-Util 12: Promote recycling of construction and demolition debris.</li> <li>▪ Policy P-Util 19: Ensure that measures are taken by all new developments to address requirements for recycling and disposal of solid waste. These requirements include AB 341 covering separation of reuse, recycling, and composting, AB 1826 for commercial organics recycling, and AB 1594 to eliminate the ability for cities to use organics as landfill daily cover as part of their recycling goals.</li> </ul>
<p><i>City of Millbrae Sewer System Management Plan (2016)</i></p>	<p>The <i>City of Millbrae Sewer System Management Plan</i> was adopted in June 2016. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Manage, operate, and maintain the condition of the wastewater collection systems to provide reliable customer service.</li> <li>▪ Cost-effectively minimize infiltration and inflow and provide adequate sewer capacity to convey peak flows.</li> </ul>
<p>Millbrae Municipal Code</p>	<p>The following titles of the Millbrae Municipal Code are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 8, Public Works—Chapter 8.05 Water Conservation, provides rules and regulations for the construction and use of water service or water system, including alteration of facilities.</li> <li>▪ Title 8, Public Works—Chapter 8.30 Undergrounding of Utilities, governs the installation and maintenance of underground utilities.</li> <li>▪ Title 8, Public Works—Chapter 8.70 Storm Water Management and Discharge Control, governs the operation and maintenance of the storm water management system.</li> </ul>

Plan/Policy Document	Summary
<b>City of Burlingame</b>	
<i>Envision Burlingame General Plan (2019)</i>	<p>The <i>Envision Burlingame General Plan</i> was adopted January 2019. The following goals and policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy CC-1.6: Water Conservation. Promote water conservation by encouraging and incentivizing property owners to incorporate drought-tolerant landscaping, “smart” irrigation systems, water efficient appliances, and recycled water systems. Continue to enforce the water-efficiency landscaping ordinance. Encourage recycling and reuse of graywater in new buildings.</li> <li>▪ Goal IF-1: Ensure the provision of adequate, efficient, and sustainable municipal operations to ensure long-term, high quality utility services for Burlingame residents, institutions, and businesses.</li> <li>▪ Goal IF-2: Ensure the long-term availability of water through conservation methods and regular maintenance and improvements to the overall water supply delivery system.</li> <li>▪ Policy IF-2.9: Water Conservation Standards. Comply with State water conservation standards. Encourage water conservation practices as a way of life.</li> <li>▪ Policy IF-2.12: Recycled Water. Increase the use of recycled water as available, cost effective, and safe. This may include allowed use of graywater systems consistent with health and building codes.</li> <li>▪ Goal IF-3: Provide sufficient wastewater collection and disposal infrastructure to meet current and future community needs.</li> <li>▪ Goal IF-4: Protect people and property from the adverse effects of flooding through a stormwater system that adequately moves runoff from existing and future development, prevents property damage due to flooding, and improves environmental quality.</li> <li>▪ Goal IF-5: Achieve waste reduction goals in excess of State mandates.</li> <li>▪ Policy IF-5.5: Construction Waste Recycling. Require demolition, remodeling, and major new development projects include salvaging or recycling asphalt and concrete and all other nonhazardous construction and demolition materials to the maximum extent practicable.</li> <li>▪ Goal IF-6: Ensure the provision of adequate and safe gas and electric services to Burlingame residents and businesses, and that energy facilities are constructed in a fashion that minimizes their impacts on surrounding development and maximizes efficiency.</li> <li>▪ Policy IF-6.1: Utility Provider Coordination. Coordinate with PCE, PG&amp;E, and other service providers to make sure that they provide efficient, reliable, affordable, and state-of-the-art service to Burlingame, and that they promote technological improvements and upgrading of utility services. Coordinate with providers in the siting and design of gas and electric facilities to minimize environmental, aesthetic, and safety impacts.</li> <li>▪ Policy IF-6.6: Utility Line Maintenance. Encourage energy providers to maintain, regularly inspect, and repair gas pipelines and electric utility lines, both overhead and underground, to ensure reliable and safe services with limited disruptions. To this end, the City will inform energy providers of pending public works projects that provide opportunities to inspect or repair underground utility lines.</li> </ul>

Plan/Policy Document	Summary
<p><i>City of Burlingame Sewer System Management Plan</i> (2018)</p>	<p>The <i>City of Burlingame Sewer System Management Plan</i> was adopted in October 2018. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Properly and safely manage, operate, and maintain all portions of the wastewater collection system.</li> <li>▪ Provide adequate capacity to convey the peak wastewater flows to the wastewater treatment plant. Adequate capacity, for the purposes of the Sewer System Management Plan, is defined as the capacity to convey the peak wastewater flows that are associated with the design storm event.</li> </ul>
<p>Burlingame Municipal Code</p>	<p>The Burlingame Municipal Code was most recently updated in 2018. The following titles are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 8, Health and Sanitation—Chapter 8.17 Recycling and Diversion of Debris from Construction and Demolition, provides for recovery and salvage of recyclable material from deconstruction activities.</li> <li>▪ Title 12, Streets and Sidewalks—Chapter 12.16 Underground Utility Districts, establishes areas of the city featuring underground utilities.</li> </ul>
<p><b>City of San Mateo</b></p>	
<p><i>A Vision of San Mateo in 2030, Safety and Hazardous Waste Management Element</i> (2010)</p>	<p>The Safety and Hazardous Waste Management Element of <i>A Vision of San Mateo in 2030</i> was adopted in October 2010. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy S 2.5: Stormwater Drainage System. Implement the improvements identified in the City of San Mateo’s seven watershed areas to improve and maintain drainage capacity adequate to convey water during a typical storm event. Include consideration of creek maintenance and an education and/or enforcement program to minimize illegal dumping of debris and chemicals.</li> </ul>
<p><i>Sewer System Management Plan</i> (2019)</p>	<p>The City of San Mateo’s <i>Sewer System Management Plan</i> was adopted in December 2015. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Proper maintenance, operations and management [of] all parts of the wastewater collection system.</li> <li>▪ Provision of adequate capacity in the collection system to convey peak flows.</li> </ul>
<p>San Mateo City Charter and Municipal Code</p>	<p>The San Mateo City Charter and Municipal Code was most recently updated in 2018. The following chapters are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 7, Health, Sanitation, and Public Nuisances—Chapter 7.33 Recycling and Salvaging of Construction and Demolition Debris, requiring recycling of certain amounts of construction and demolition debris.</li> <li>▪ Chapter 7.38 Sanitary Sewer Use, governing the sewer system, including alterations to sewage facilities.</li> </ul>
<p><b>City of Belmont</b></p>	
<p><i>City of Belmont 2035 General Plan</i> (2017)</p>	<p>The <i>City of Belmont 2035 General Plan</i> update was adopted in 2017. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Conservation Goal 5.7: Provide adequate wastewater collection, treatment, recycling and disposal facilities in a timely fashion to serve existing and future needs.</li> <li>▪ Conservation Goal 5.8: Provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse.</li> <li>▪ Conservation Goal 5.9: Maintain and improve the reliability of the City’s storm drainage system, and promote best management practices to protect this system from flooding, enhance water quality, and prevent infrastructure deterioration.</li> <li>▪ Safety Goal 6.2: Protect the community from risks to life and property posed by flooding.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Safety Goal 6.5 Ensure that utilities that are essential to contemporary life are available and adequate to meet the demands of the Belmont community while also ensuring the utilities maintain and enhance Belmont’s physical diversity, visual qualities, and small town characteristics.</li> </ul>
<p><i>City of Belmont Sewer System Management Plan (2019)</i></p>	<p>The <i>City of Belmont Sewer System Management Plan</i> was updated in October 2017. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Properly manage, operate, and maintain the sewer collection system.</li> <li>▪ To provide adequate capacity to convey peak flows to the wastewater treatment plant.</li> </ul>
<p>Belmont City Code</p>	<p>The Belmont City Code was adopted in 1976 and was most recently updated in 2020. The following chapters are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 15.5, Overhead Utility Facilities, governing the provision and use of underground and overhead utility facilities.</li> <li>▪ Chapter 21, Sewers and Sewage Disposal, providing for development and maintenance of a sewer and wastewater system.</li> </ul>
<b>City of San Carlos</b>	
<p><i>San Carlos General Plan (2009)</i></p>	<p>The <i>San Carlos 2030 General Plan</i> was adopted in October 2009. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal EM-5: Assure a high level of domestic water quality, promote water conservation and reduce toxics in run-off, including stormwater and the sanitary sewer system.</li> <li>▪ Policy EM-5.3: Promote the conservation and efficient use of water in new and existing residences and by commercial and industrial consumers.</li> <li>▪ Policy EM-5.5: Recycled water distribution system (purple pipe) should be used for landscaping and other non-potable water uses for residential, commercial and industrial customers, where technically and financially feasible.</li> <li>▪ Policy EM-5.7: Encourage site designs that manage the quantity and quality of storm water run-off.</li> <li>▪ Policy EM-7.6: Support greenhouse gas emission reduction measures and climate change resiliency strategies that are cost effective and help create an environmentally sustainable, livable and equitable community. [. . .]</li> <li>▪ Goal EM-9: Reduce energy consumed citywide.</li> <li>▪ Goal EM-11: Promote and expand public and alternative modes of transportation.</li> <li>▪ Goal EM-12: Reduce solid waste disposal and increase recycling.</li> </ul>
<p>San Carlos Municipal Code</p>	<p>The San Carlos Municipal Code was adopted in 1989. The following titles are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 8, Health and Safety—Chapter 8.05, Recycling and Diversion of Construction and Demolition Debris, provides for diversion of demolition and construction materials from landfills</li> <li>▪ Title 13, Public Services—Chapter 13.08, Sewer Use, governs encroachments on the sewer system and protection from damage</li> <li>▪ Title 13, Public Services—Chapter 13.08, Underground Utility Districts, establishes areas of the city featuring underground utilities</li> </ul>

Plan/Policy Document	Summary
<b>City of Redwood City</b>	
<i>Redwood City General Plan (2010)</i>	<p>The <i>Redwood City General Plan</i> was adopted in October 2010. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal BE-40: Provide safe and reliable potable and recycled water storage and distribution systems that will meet current and future needs.</li> <li>▪ Goal BE-41: Provide adequate and reliable wastewater collection and treatment facilities that meet current and future needs.</li> <li>▪ Goal BE-42: Support reliable, high quality, and environmentally sound energy distribution systems to meet current and future needs.</li> <li>▪ Goal BE-43: Advocate for access to high-quality established and emerging communications technologies to facilitate efficient and affordable communication for individuals, businesses, education, and government functions.</li> <li>▪ Goal BE-44: Preserve community aesthetics while providing for utility needs.</li> <li>▪ Goal BE-45: Minimize the volume of solid waste that enters regional landfills.</li> <li>▪ Goal NR-1: Ensure that adequate, equitably priced, and sustainable water supplies and associated infrastructure are available to serve the needs of existing and future Redwood City water users.</li> <li>▪ Goal NR-4: Maximize energy conservation and renewable energy production in Redwood City to reduce consumption of natural resources and fossil fuels.</li> <li>▪ Goal PS-4: Promote efficient management and use of energy resources to help minimize greenhouse gas emissions.</li> <li>▪ Goal PS-7: Provide adequate and appropriately-designed storm drainage and flood control facilities to meet current and future needs and minimize the risk of flooding.</li> </ul>
<i>Sewer System Management Plan Revisions (2018)</i>	<p>Redwood City's <i>Sewer System Management Plan Revisions</i> were adopted in December 2013 and revised in March 2018. The following goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ To properly manage, operate, and maintain all parts of the wastewater collection system.</li> </ul>
Redwood City Municipal Code	<p>The Redwood City Municipal Code was adopted in 1975. The following chapters are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 11, Privately Owned Utilities—Title II Underground Utilities, governs the installation of underground utilities in designated areas.</li> <li>▪ Chapter 27, Sanitary Sewage Facilities, provides standards and requirements for use of sanitary sewerage facilities.</li> <li>▪ Chapter 27A, Stormwater Management and Discharge Control Program, regulates the municipal separate stormwater drainage system.</li> <li>▪ Chapter 38, Water System Regulation, regulates the protection for water service.</li> </ul>
<b>Town of Atherton</b>	
<i>Atherton General Plan (2020)</i>	<p>The <i>Atherton General Plan</i> was updated in January 2020. The plan identifies reduction of the amount of waste deposited into the landfill through material reuse, reduction, and recycling as an important strategy to reduce GHG emissions. The following goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal OSC-5: Implement the GHG programs in the Atherton Climate Action Plan related to energy efficiency, community waste generation, and reduced water consumption.</li> </ul>

Plan/Policy Document	Summary
Atherton Municipal Code	<p>The following chapters in the Atherton Municipal Code are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 12, Streets, Sidewalks and Public Places—Chapter 12.09 Regulation of Permittees and Other Right-of-Way Users, governs the potential disturbance or damage of facilities in the public right-of-way or on public property.</li> <li>▪ Title 13, Public Services—Chapter 13.04 Underground Utility Districts, provides for utility services to be provided underground and regulating use of overhead wires and structures.</li> <li>▪ Title 15, Buildings and Construction—Chapter 15.52 Recycling and Diversion of Debris from Construction and Demolition, requires demolition and construction debris to be recycled and reused.</li> </ul>
<b>City of Menlo Park</b>	
<p><i>City of Menlo Park General Plan, Open Space/Conservation, Noise and Safety Elements (2013)</i></p>	<p>The <i>City of Menlo Park General Plan</i> was adopted in December 1994 and amended in May, 2013. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal OSC4: Promote Sustainability and Climate Action Planning—Promote a sustainable energy supply and implement the City’s Climate Action Plan to reduce greenhouse gas emissions and improve the sustainability of actions by City government, residents, and businesses in Menlo Park.</li> <li>▪ Policy OSC4.1: Sustainable Approach to Land Use Planning to Reduce Resource Consumption. Encourage, to the extent feasible, (1) a balance and match between jobs and housing, (2) higher density residential and mixed-use development to be located adjacent to commercial centers and transit corridors, and (3) retail and office areas to be located within walking and biking distance of transit or existing and proposed residential developments.</li> <li>▪ Policy OSC4.2: Sustainable Building. Promote and/or establish environmentally sustainable building practices or standards in new development that would conserve water and energy, prevent stormwater pollution, reduce landfilled waste, and reduce fossil fuel consumption from transportation and energy activities.</li> <li>▪ Policy OSC4.5: Energy Standards in Residential and Commercial Construction. Encourage projects to achieve a high level of energy conservation exceeding standards set forth in the California Energy Code for Residential and Commercial development.</li> <li>▪ Policy OSC4.6: Waste Reduction Target. Strive to meet the California State Integrated Waste Management Board per person target of waste generation per person per day through their source reduction, reuse, and recycling programs.</li> <li>▪ Policy OSC4.8: Waste Diversion. Develop and implement a zero waste policy, or implement standards, incentives, or other programs that would lead the community towards a zero waste goal.</li> <li>▪ Goal OSC5: Ensure Healthy Air Quality and Water Quality—Enhance and preserve air quality in accord with State and regional standards, and encourage the coordination of total water quality management including both supply and wastewater treatment.</li> <li>▪ Policy OSC5.3: Water Conservation. Encourage water-conserving practices in businesses, homes and institutions.</li> <li>▪ Policy S1.6: Design and Location of Utilities. Monitor appropriate location, design, construction, maintenance and inspection standards for utility systems traversing hazard areas within the City limits. This would include evaluation and upgrading outdated systems and infrastructure, coordination with the State Public Utilities Commission and locating new utility systems away from potential hazard areas.</li> </ul>



Plan/Policy Document	Summary
<p>Menlo Park Municipal Code</p>	<p>The following chapters in the Menlo Park Municipal Code are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 12, Buildings and Construction—Chapter 12.48 Recycling and Salvaging of Construction and Demolition Debris, governs the collection of certain construction and demolition debris for future recycling or reuse.</li> <li>▪ Title 13, Streets, Sidewalks, and Utilities—Chapter 13.12 Underground Utility Districts, provides for the use of underground utilities within certain designated areas.</li> <li>▪ Title 13, Streets, Sidewalks, and Utilities—Chapter 13.18 Use of Public Rights-of-Way, requires permitted contractors to be responsible for damage to existing utilities.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>Santa Clara County adopted the <i>Santa Clara County General Plan</i> on December 20, 1994. The general plan includes the following policies applicable to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 6: A comprehensive strategy for meeting long term projected demand for water should at a minimum include the following: (a) Continued conservation and increased reclamation; (b) Securing additional sources as supplemental supply; (c) System and local storage capacity improvements; and (d) Drought contingency planning and groundwater basin management programs.</li> <li>▪ Policy C-RC 11: Domestic conservation should be encouraged throughout Santa Clara County by a variety of means, including reduced flow devices, drought-resistant landscaping, and elimination of wasteful practices.</li> <li>▪ Policy C-RC 13: Use of reclaimed wastewater for landscaping and other uses, including groundwater recharge if adequately treated, should be encouraged and developed to the maximum extent possible.</li> <li>▪ Policy C-RC 63: Santa Clara County shall strive to reduce the quantity of solid waste disposed of in landfills and to achieve or surpass the requirements of state law (the law currently specifies 25 percent reduction of landfilled wastes by 1995, and 50 percent by 2000).</li> <li>▪ Policy C-RC 64: Countywide solid waste management efforts shall be guided by the hierarchy of strategies outlined below, emphasizing resource recovery in accordance with state law: (a) Source reduction and reuse; (b) Recycling and composting; (c) Transformation; and (d) Landfilling as final option.</li> <li>▪ Policy C-RC 67: Adequate solid waste collection and recycling services shall be provided to all county residents. Recycling services for all commercial and industrial establishments shall be evaluated and expanded wherever feasible.</li> <li>▪ Policy C-RC 77: Energy efficiency and conservation efforts in the transportation, industrial, commercial, residential, agricultural and public sectors shall be encouraged at the local, county (subregional), and regional level.</li> <li>▪ Policy C-RC 79: Energy use and fossil fuel dependency in the transportation sector should be reduced by the following general means: (a) Growth management policies and implementation to minimize increases in the extent of the urbanized area and to promote balanced, compact urban development; (b) Land use and development standards which support alternative transportation modes; (c) Travel demand management and transportation system operational efficiency; expanded transit service; and (d) Increased availability and use of alternative fuels.</li> <li>▪ Policy C-RC 80: Sub-regional/countywide planning for Santa Clara County should place major emphasis on the inter-related goals, strategies and policies for improving energy efficiency in transportation, air quality, and reducing traffic congestion.</li> <li>▪ Policy C-RC 81: Energy conservation in existing buildings and homes, particularly those pre-dating adoption of energy-efficiency building code standards, should be improved and encouraged.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Policy C-RC 84: Countywide efforts to promote energy efficiency and conservation awareness should be continued and coordinated through public utilities, community organizations, the educational system, industries, and government. Direction and assistance of local gas and electric utilities should be sought in the development of education programs.</li> </ul>
<p><i>Santa Clara Valley Water District 2015 Urban Water Management Plan (2016)</i></p>	<p>The State of California set a goal of reducing urban water use by 20 percent with adoption of the Water Conservation Act of 2009 (SB X7-7). Retail urban water suppliers are required to determine baseline water use during their baseline period and also target water use for the years 2015 and 2020 in order to help achieve the statewide 20 percent reduction. The <i>Santa Clara Valley Water District 2015 Urban Water Management Plan</i> established the following policies to support the state goal:</p> <ul style="list-style-type: none"> <li>▪ Policy E-2.1.5: “Maximize water use efficiency, water conservation and demand management opportunities” including BMPs or DMMs.</li> <li>▪ Water Supply Objective 2.1.1 “...maintain and develop groundwater to optimize reliability...” and in consideration of water shortage management objectives established in the Plan.</li> </ul>
<p><i>Santa Clara County Countywide Integrated Waste Management Plan (1995)</i></p>	<p>The <i>Santa Clara County Countywide Integrated Waste Management Plan</i> was adopted in November 1995. The following goals, objectives, and policies are relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Goal #1: The highest priority shall be given to the prevention of waste, and secondary priority to the recycling, composting, and transformation of waste materials. Materials which cannot be recycled or composted shall be landfilled in an environmentally safe and effective manner. New technologies in integrated waste management techniques shall be evaluated and the use of effective methods and technologies shall be encouraged.</li> <li>▪ Goal #5: Efforts shall be made to reduce the amount and hazard of special wastes generated to maximize recycling, reuse, and composting of special waste generated in the County, and to ensure environmentally safe disposal of the special waste generated which cannot be reused, recycled, or composted.</li> <li>▪ Objective #1: The Cities and the County will implement an integrated waste management system designated to divert a percentage of the waste stream from landfill disposal. Specifically, the combined jurisdictions of the county will divert at least 25 percent of the 1990 base year materials by 1995, and 50 percent by the year 2000.</li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan (2017)</i></p>	<p>The <i>City of Palo Alto Comprehensive Plan 2030</i> was adopted in 2017. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal N-4: Water resources that are prudently managed to sustain plant and animal life, support urban activities, and protect public health and safety.</li> <li>▪ Policy N-4.1: Maintain a safe, clean and reliable long-term supply of water for Palo Alto.</li> <li>▪ Policy N-4.7: Ensure regulation of groundwater use to protect it as a natural resource and to preserve it as a potential water supply in the event of water scarcity.</li> <li>▪ Policy N-4.15: Reduce the discharge of toxic materials into the City’s sanitary sewer collection system by promoting the use of BMPs and reducing pollutant levels in City wastewater discharges.</li> <li>▪ Policy N-4.18: Require large new projects to provide systems that can accept recycled water for landscape irrigation and toilet and urinal flushing, consistent with the City’s Recycled Water Ordinance, as amended.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Goal N-7: Reduced volumes of solid waste; solid waste disposed in an environmentally safe, efficient, manner.</li> <li>▪ Policy N-7.3: Prioritize the identification and implementation of cost-effective, reliable and feasible energy efficiency and demand reduction opportunities.</li> <li>▪ Goal N-9: A clean, efficient, competitively-priced energy supply that makes use of cost-effective renewable resources.</li> <li>▪ Policy S-3.8: Strive for 95 percent landfill diversion by 2030, and ultimately zero waste, by enhancing policies and programs for waste reduction, recycling, composting and reuse.</li> <li>▪ Policy S-3.9: Reduce solid waste generation through requiring salvage and reuse of building materials, including architecturally and historically significant materials.</li> </ul>
<p><i>Sewer System Management Plan</i> (2009)</p>	<p>The City of Palo Alto’s <i>Sewer System Management Plan</i> was updated in July 2009. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ To properly manage, operate, and maintain all parts of the wastewater collection system.</li> <li>▪ To provide adequate capacity to convey peak flows.</li> </ul>
<p>Palo Alto Municipal Code</p>	<p>The following chapters in the Palo Alto Municipal Code are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 12, Public Works and Utilities—Chapter 12.09 Equipment or Facilities in Rights-of-Way, governs the temporary protection, support, disconnection, or relocation of utilities.</li> <li>▪ Title 12, Public Works and Utilities—Chapter 12.12 Encroachment, regulates encroachments on easements or rights-of-way granted to the City for sewer or public utility purposes.</li> <li>▪ Title 12, Public Works and Utilities—Chapter 12.16 Underground Utilities, requires utility lines in designated areas to be placed underground and restricting use of overhead wiring.</li> <li>▪ Title 16, Building Regulations—Chapter 16.09 Sewer Use Ordinance, provides standards for use of the sewer system.</li> <li>▪ Title 16, Building Regulations—Chapter 16.09 Stormwater Pollution Prevention, regulates projects that would discharge stormwater, supplementing Chapter 16.09.</li> </ul>
<p><b>City of Mountain View</b></p>	
<p><i>Mountain View 2030 General Plan</i> (2012)</p>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012 and has had amendments in 2013, 2014, 2015, 2016, and 2017. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal INC-1: Citywide infrastructure to support existing development and future growth.</li> <li>▪ Policy INC 1.5: Utility service. Coordinate with all utility providers to ensure safe and adequate utility services.</li> <li>▪ Goal INC-4: A sustainable water supply with sufficient supply and appropriate demand management.</li> <li>▪ Goal INC-5: Effective and comprehensive programs utilizing water use efficiency, water conservation and alternative water supplies to reduce per capita potable water use.</li> <li>▪ Goal INC-6: A coordinated wastewater collection system that protects the community’s health and safety.</li> <li>▪ Goal INC-7: A reliable, safe and extensive recycled water infrastructure system.</li> </ul>

Plan/Policy Document	Summary
	<ul style="list-style-type: none"> <li>▪ Goal INC-8: An effective and innovative stormwater drainage system that protects properties from flooding and minimizes adverse environmental impacts from stormwater runoff.</li> <li>▪ Goal INC-9: A comprehensive network of telecommunication services that meets community needs.</li> <li>▪ Goal INC-10: Reduced waste through supply-chain management, advocacy and outreach to reduce waste.</li> </ul>
<p><i>Sewer System Management Plan</i> (2018)</p>	<p>The City of Mountain View's <i>Sewer System Management Plan</i> was adopted in June 2018. The following goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ To properly manage, operate, and maintain all parts of the wastewater collection system.</li> </ul>
<p>Mountain View City Code</p>	<p>The following chapters in the Mountain View City Code are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 16, Garbage, Rubbish, and Weeds—Article III Construction and Demolition Debris Diversion, establishes a program for recycling and salvaging of construction and demolition waste.</li> <li>▪ Chapter 27, Streets and Sidewalks, regulates excavation of public streets and establishing permitting requirements for movement of utility poles.</li> <li>▪ Chapter 34, Underground Utility Districts, governs the underground provision of utilities.</li> <li>▪ Chapter 35, Water, Sewage and Other Municipal Services, provides for connections to the water, sewer, and stormwater systems.</li> </ul>
<p><b>City of Sunnyvale</b></p>	
<p><i>Sunnyvale General Plan</i> (2011)</p>	<p>Various portion of The <i>City of Sunnyvale General Plan</i> were adopted over several years and was consolidated in 2011. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Vision Goal XI, Balanced Transportation: To provide and maintain a balanced multi-modal transportation system which provides choice, convenience and efficiency for the movement of people and goods.</li> <li>▪ Vision Goal XII, Supportive Utilities: To provide and maintain water, sewer, solid waste disposal, and drainage facilities that are safe, efficient, and reliable, and which can develop sufficient capacity to meet the expected growth of the city.</li> <li>▪ Goal EM-1, Adequate Water Supplies: Acquire and manage water supplies so that existing and future reasonable demands for water, as projected in the 20-year forecast, are reliably met.</li> <li>▪ Policy EM-1.1: Manage water supply to meet demands for potable water through the effective use of water supply agreements.</li> <li>▪ Policy EM-1.2: Maximize recycled water use for all approved purposes both within and in areas adjacent to the City, where feasible.</li> <li>▪ Goal EM-2, Water Conservation: Promote more efficient use of the City's water resources to reduce the demands placed on the City's water supplies.</li> <li>▪ Policy EM-2.1: Lower overall water demand through the effective use of water conservation programs in the residential, commercial, industrial and landscaping arenas.</li> <li>▪ Goal EM-5, Minimal Pollution and Quantity Of Wastewater: Ensure that the quantity and composition of wastewater generated in the city does not exceed the capabilities of the wastewater collection system or and the Water Pollution Control Plant.</li> <li>▪ Goal EM-6, Effective Wastewater Collection System: Continue to operate and maintain the wastewater collection system so that all sewage and industrial wastes</li> </ul>

Plan/Policy Document	Summary
	<p>generated within the city are collected and conveyed under safe and sanitary conditions to the water pollution control plant.</p> <ul style="list-style-type: none"> <li>▪ Goal EM-9, Adequate Storm Drain System: Maintain storm drain system to prevent flooding.</li> <li>▪ Goal EM-12, Safe and Healthy Solid Waste Collection: Ensure that municipal solid waste is collected and transported in a safe and healthy manner.</li> <li>▪ Policy EM-14.2: Maximize diversion of solid waste from disposal by use of demand management techniques, providing and promoting recycling programs and encouraging private sector.</li> </ul>
<p><i>Sewer System Management Plan</i> (2015)</p>	<p>The City of Sunnyvale’s <i>Sewer System Management Plan</i> was updated in 2012 and adopted in 2015. The following goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Maintain and repair the City’s Sanitary Sewer Collection System in a cost-effective, safe, reliable, and timely manner.</li> </ul>
<p>Sunnyvale Municipal Code</p>	<p>The Sunnyvale Municipal Code was most recently updated in 2018. The following titles are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 13, Streets and Sidewalks—Section 13.08 Right-of-way Encroachments, regulates the granting of permits to allow encroachments in the public right-of-way.</li> <li>▪ Title 15, Underground Utilities—Section 15.08 Underground Utility Districts, requires use of underground conduits for utility lines in designated areas of the city.</li> <li>▪ Title 15, Underground Utilities—Section 15.12 Public Utility Franchises, governs franchises for public utilities and relocation of aboveground utilities.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan</i> (2010)</p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara 2010–2035 General Plan</i> on November 16, 2010. The general plan includes the following goals and policies applicable to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 5.1.1-G3: Adequate planning and implementation of infrastructure, services, amenities and public facilities for new neighborhoods and intensified development.</li> <li>▪ Goal 5.1.1-G 4: Development of a multimodal transportation system that reduces the reliance on owning and driving single-occupant vehicles.</li> <li>▪ Goal 5.1.1-G5: A balanced community in terms of jobs, housing, supporting infrastructure and public services.</li> <li>▪ Goal 5.8.1-G2: Transportation networks that provide a safe, efficient, convenient and integrated system to move people and goods.</li> <li>▪ Policy 5.8.3-P7: Provide transit stops at safe, efficient and convenient locations to maximize ridership, including near employment centers, higher-density residential developments and Downtown.</li> <li>▪ Goal 5.8.7-G2: Neighborhoods protected from negative effects associated with rail and freight services.</li> <li>▪ Goal 5.10.1-G3: Adequate solid waste disposal capacity through effective programs for recycling and composting</li> <li>▪ Goal 5.10.1-G4: Adequate wastewater treatment and conveyance capacities</li> <li>▪ Goal 5.10.3-G3: Adequate energy service to residents, businesses, and municipal operations.</li> <li>▪ Goal 5.10.4-G1: A reliable, safe supply of potable water adequate to meet present and future needs</li> </ul>

Plan/Policy Document	Summary
<p><i>City of Santa Clara Climate Action Plan (2013)</i></p>	<p>The City of Santa Clara adopted the City of Santa Clara Climate Action Plan in 2013. The Climate Action Plan supports the statewide goal of reducing GHG emissions to 1990 levels by 2020. The Climate Action Plan establishes the following goals and policies relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Goal: Maximize the efficient use of energy throughout the community.</li> <li>▪ Goal: Reduce GHG-intensive water use practices.</li> <li>▪ Goal: Establish land uses and transportation options that minimize single-occupant vehicle use.</li> </ul>
<p><i>Sewer System Management Plan (2019)</i></p>	<p>The City of Santa Clara Water &amp; Sewer Utility <i>Sewer System Management Plan</i> was updated in 2019. The following goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Provide sufficient planning, description of resources and direction for staff to maintain, manage and repair the City’s sanitary sewer collection and conveyance system such that all sewer flows delivered to the City’s system are conveyed safely to the publicly owned wastewater treatment plant without sanitary sewer overflows.</li> </ul>
<p>Santa Clara City Code</p>	<p>The Santa Clara City Code was adopted in 2003 and most recently updated in 2018. The following Titles are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Title 5, Business Licenses and Regulation—Chapter 5.20 Gas, Oil, Electric and Water Franchises, governs the provision of public utilities and the removal or relocation of facilities.</li> <li>▪ Title 12, Streets, Sidewalks, and Public Places—Chapter 12.25 Excavation and Use of City Rights-of-Way, prohibits modifications to streets or public rights-of-way without permits or authorization.</li> <li>▪ Title 12, Streets, Sidewalks, and Public Places—Chapter 12.40 Underground Utility Districts, provides for utilities to be placed underground in designated areas of the city.</li> <li>▪ Title 13, Public Services, Chapter 13.05 Operation of an Electric Utility: Under the City Charter the City of Santa Clara owns and operates an electric utility which has the objectives of: <ul style="list-style-type: none"> <li>- Acquire and/or generate electric power;</li> <li>- Arrange for the transmission and distribution of such power;</li> <li>- Operate and maintain equipment and facilities necessary to provide electric services.</li> </ul> </li> </ul>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The City of San Jose adopted the <i>Envision San José 2040 General Plan</i> in 2011 and amended it in 2018. The following goals are relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Goal MS-2: Energy Conservation and Renewable Energy Use—Maximize the use of green building practices in new and existing development to maximize energy efficiency and conservation and to maximize the use of renewable energy sources.</li> <li>▪ Goal IN-1.10: Require undergrounding of all new publicly owned utility lines. Encourage undergrounding of all privately owned utility lines in new developments. Work with electricity and telecommunications providers to underground existing overhead lines.</li> <li>▪ Goal CD-1.27: When approving new construction, require the undergrounding of distribution utility lines serving the development. Encourage programs for undergrounding existing overhead distribution lines. Overhead lines providing electrical power to light rail transit vehicles and high tension electrical transmission lines are exempt from this policy.</li> </ul>

Plan/Policy Document	Summary
<p><i>2015 Urban Water Management Plan, San Jose Municipal Water System (2016)</i></p>	<p>The San Jose Municipal Water System adopted the Urban Water Management Plan in 2016. The plan includes the following Groundwater Basin Management Objectives relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Manage groundwater in conjunction with surface water through direct and in-lieu recharge programs to sustain groundwater supplies and to minimize saltwater intrusion and land subsidence.</li> <li>▪ Implement programs to protect or promote groundwater quality to support beneficial uses.</li> <li>▪ Work with regulatory and land use agencies to protect recharge areas, promote natural recharge, and prevent groundwater contamination.</li> </ul>
<p><i>2015 Urban Water Management Plan, San Jose Water Company (2016)</i></p>	<p>The San Jose Water Company adopted the Urban Water Management Plan in 2016. The plan includes the following Groundwater Basin Management Objectives relevant to public utilities and energy:</p> <ul style="list-style-type: none"> <li>▪ Groundwater supplies are managed to optimize water supply reliability and minimize land subsidence.</li> <li>▪ Groundwater is protected from existing and potential contamination, including salt water intrusion.</li> </ul>
<p>San Jose Municipal Code, Title 15, Public Utilities</p>	<p>The City of San Jose Municipal Code was adopted in 2010. The code establishes the following policies relevant to public utilities and energy:</p> <p>Chapter 15.08 - Municipal Water System</p> <ul style="list-style-type: none"> <li>▪ The city will endeavor to supply water dependably and safely in adequate quantities to meet the reasonable needs and requirements of customers. It cannot, however, guarantee complete freedom from interruption.</li> </ul> <p>Chapter 15.10 - Water Waste Prevention and Water Shortage Measures</p> <ul style="list-style-type: none"> <li>▪ 15.10.200 - Water waste prevention: (A) The regulations in this part are intended to be permanent water conservation measures and to apply to the use of water from all sources on an on-going basis; (B) No person shall waste water from any source nor shall any person allow such water wastage; (C) No person shall use any water from any source, or continue the use of any water from any source, in any way prohibited.</li> <li>▪ 15.10.260- Building and construction: No person shall use, permit, or allow the use of potable water for building or construction purposes, such as consolidation of backfill or dust control, without a prior approved written exception from the city.</li> </ul>

Sources: ABAG and MTC 2017; ABAG 2010; City and County of San Francisco 2004a; SFPUC 2016a; County of San Mateo 2011, 2013a, 2019; City of Brisbane 1994; City of South San Francisco 1999, 2014c, 2019; City of San Bruno 2009, 2016; City of Millbrae 1998, 2016a, 2016b; City of Burlingame 2018b, 2019; City of San Jose 2016, 2018; City of San Mateo 2010b, 2019; City of Belmont 2017a, 2019; City of San Carlos 2009; City of Redwood City 2010, 2018; Town of Atherton 2020; City of Menlo Park 2013; County of Santa Clara 1994, 1995a; SCVWD 2016a; City of Palo Alto 2009, 2017a; City of Mountain View 2012, 2018; City of Sunnyvale 2011, 2015; City of Santa Clara 2010, 2013, 2019; San Jose Water Company 2016

AB = Assembly Bill  
 BMP = best management practices  
 DMM = Demand Management Measure  
 mgd = million gallons per day  
 PCE = Peninsula Clean Energy  
 PG&E = Pacific Gas and Electric Company  
 SB = Senate Bill  
 SFPUC = San Francisco Public Utilities Commission

## Biological and Aquatic Resources

**Table 6 Regional and Local Plans and Policies Relevant to Biological and Aquatic Resources**

Plans and Policies	Summary
<b>City and County of San Francisco</b>	
<i>San Francisco General Plan (2004)</i>	<p>The City of San Francisco General Plan was adopted in 1996, and the Environmental Protection Element was updated in 2004. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Environmental Protection Policy 1.2: Improve the quality of natural resources.</li> <li>▪ Environmental Protection Policy 3.1: Cooperate with and otherwise support regulatory programs of existing regional, State, and Federal agencies dealing with the Bay, Ocean, and Shorelines.</li> </ul>
<i>Urban Forest Plan (2014)</i>	<p>In collaboration with San Francisco Public Works, the Urban Forestry Council, and Friends of the Urban Forest, the City of San Francisco Planning Department developed the Urban Forest Plan, which was adopted by the Board of Supervisors in 2015. The Urban Forest Plan identifies policies and strategies to create an expanded, healthy, and thriving street tree population for all of San Francisco, and includes the following key recommendations:</p> <ul style="list-style-type: none"> <li>▪ Recommendation #1: Maximize the benefits of street trees.</li> <li>▪ Recommendation #2: Increase the street tree population with 50,000 new trees by 2035.</li> <li>▪ Recommendation #3: Establish and fund a citywide street tree maintenance program.</li> <li>▪ Recommendation #4: Manage street trees throughout their entire life-cycle.</li> </ul>
San Francisco Municipal Code	<p>Public Works Code Article 16 Urban Forestry Ordinance: seeks to reduce public hazard, nuisance, and expense by improper tree selection, planting, and maintenance; requires property owners to maintain street trees on their property; prohibits the removal or planting of street trees without a valid permit by persons other than the San Francisco Department of Public Works; prohibits construction work without first taking steps to protect street trees; outlines removal criteria and procedures for landmark trees; and outlines removal criteria and procedures for significant trees.</p> <p>Landmark trees are designated by the Urban Forestry Council and Board of Supervisors through a formal nomination process. Nominated trees are evaluated based on consideration of age, size, shape, species, location, historical association, visual quality, and other contribution to the City's character.</p> <p>Significant trees are those on property under the jurisdiction of the Department of Public Works or on private property with any portion of its trunk within 10 feet of the public right-of-way, and that meet at least one of the following criteria:</p> <ul style="list-style-type: none"> <li>▪ Diameter at breast height in excess of 12 inches.</li> <li>▪ Height in excess of 20 feet.</li> <li>▪ Canopy in excess of 15 feet.</li> </ul>
<b>San Mateo County</b>	
<i>San Mateo County General Plan Policies (2013)</i>	<p>The <i>San Mateo County General Plan</i> was approved in November 1986, and the goals and policies were updated in 2013. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 1.22: Consider Vegetative, Water, Fish and Wildlife Resources which are economically valuable as a priority resource to be enhanced, utilized, managed and maintained for the needs of present and future generations.</li> </ul>



Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 1.23a: Regulate land uses and development activities to prevent, and if infeasible mitigate to the extent possible, significant adverse impacts on vegetative, water, fish and wildlife resources.</li> <li>▪ Policy 1.24: Regulate the location, density and design of development to minimize significant adverse impacts and encourage enhancement of vegetative, water, fish and wildlife resources.</li> <li>▪ Policy 1.25: Ensure that development will: (1) minimize the removal of vegetative resources and/or; (2) protect vegetation which enhances microclimate, stabilizes slopes or reduces surface water runoff, erosion or sedimentation; and/or (3) protect historic and scenic trees.</li> <li>▪ Policy 1.26: Ensure that development will: (1) minimize the alteration of natural water bodies, (2) maintain adequate stream flows and water quality for vegetative, fish and wildlife habitats; (3) maintain and improve, if possible, the quality of groundwater basins and recharge areas; and (4) prevent to the greatest extent possible the depletion of groundwater resources.</li> <li>▪ Policy 1.34: Regulate resource productive uses which are subject to local control in order to prevent and if infeasible mitigate to the extent possible significant adverse impacts on vegetative, water, fish and wildlife resources and to maintain and enhance the (1) productivity of forests and other vegetative resources; (2) productive capacity and quality of groundwater basins and recharge areas, streams, reservoirs, and other water bodies; (3) productivity of fisheries and other fish and wildlife resources; and (4) the recreational value and aesthetic value of these areas.</li> <li>▪ Policy 1.35: Regulate development in order to protect and promote the managed use of vegetative, water, fish and wildlife resources.</li> <li>▪ Policy 1.37: Ensure that land uses and development on or near water resources will not impair the quality or productive capacity of these resources.</li> <li>▪ Policy 1.41: Encourage all Federal, State, regional, County, and city agencies with jurisdiction in San Mateo County to cooperate and coordinate the management and protection of vegetative, water, fish and wildlife resources.</li> <li>▪ Policy 1.44: Develop mitigation measures which could be the basis for measures recommended to protect sensitive habitats, vegetative, water, fish and wildlife resources and their productive uses from development activities in the County.</li> <li>▪ Policy 1.45: Encourage programs which repair and/or enhance damaged vegetative, water, fish and wildlife resources and sensitive habitats, with the goal of returning them to their natural condition.</li> <li>▪ Policy 1.48: Develop guidelines for vegetation and debris control in riparian corridors. Such guidelines should set forth clear direction on procedures to: (1) facilitate the abatement of avoidable flood hazards and (2) minimize adverse impacts on riparian communities.</li> <li>▪ Policy 2.17: Regulate development to minimize soil erosion and sedimentation; including, but not limited to, measures which consider the effects of slope, minimize removal of vegetative cover, ensure stabilization of disturbed areas and protect and enhance natural plant communities and nesting and feeding areas of fish and wildlife.</li> <li>▪ Policy 2.23: Regulate excavation, grading, filling, and land clearing activities to protect against accelerated soil erosion and sedimentation.</li> <li>▪ Policy 2.25: Regulate topsoil removal operations to protect against accelerated soil erosion and sedimentation through measures which ensure slope stabilization and surface drainage control.</li> <li>▪ Policy 2.27: Regulate development and agriculture to protect against soil contamination through measures which ensure proper use, storage, and disposal of toxic chemicals and pesticides.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 2.29: Promote and support efforts aimed at stabilization of ongoing soil erosion and repair of erosion caused land scars.</li> <li>▪ Policy 2.3: Assure timely implementation of emergency creekside erosion control activities.</li> </ul>
Heritage Tree Ordinance	<p>The Heritage Tree Ordinance of San Mateo County sets forth regulations for the removal or destruction of heritage trees in San Mateo County. "Heritage tree" means any of the following:</p> <ul style="list-style-type: none"> <li>▪ Class 1 shall include any tree or grove of trees so designated after Board inspection, advertised public hearing and resolution by the Board of Supervisors. The affected property owners shall be given proper written notice between 14 and 30 days prior to inspection and/or hearing by the Board.</li> <li>▪ Class 2 shall include any of the following trees, healthy and generally free from disease, with diameter equal to or greater than the sizes listed: <ul style="list-style-type: none"> <li>- <i>Acer macrophyllum</i> - Bigleaf maple of more than 36 inches in diameter at breast height (DBH) west of Skyline Boulevard or 28 inches in DBH east of Skyline Boulevard.</li> <li>- <i>Arbutus menziesii</i> - Madrone with a single stem or multiple stems touching each other 4.5 feet above the ground of more than 48 inches in DBH, or clumps visibly connected above ground with a basal area greater than 20 square feet (sq. ft.) measured 4.5 feet above average ground level.</li> <li>- <i>Chrysolepis chrysophylla</i> - Golden chinquapin of more than 20 inches in DBH</li> <li>- <i>Cupressus abramsiana</i> - All Santa Cruz cypress trees.</li> <li>- <i>Fraxinus latifolia</i> - Oregon ash of more than 12 inches in DBH</li> <li>- <i>Lithocarpus densiflorus</i> - Tan oak of more than 48 inches in DBH</li> <li>- <i>Pseudotsuga menziesii</i> - Douglas fir of more than 60 inches in DBH east of Skyline Boulevard and north of Highway 92.</li> <li>- <i>Quercus agrifolia</i> - Coast live oak of more than 48 inches in DBH</li> <li>- <i>Quercus chrysolepis</i> - Canyon live oak of more than 40 inches in DBH</li> <li>- <i>Quercus garryana</i> - All Oregon white oak trees.</li> <li>- <i>Quercus kelloggii</i> - Black oak of more than 32 inches in DBH</li> <li>- <i>Quercus wislizenii</i> - Interior live oak of more than 40 inches in DBH</li> <li>- <i>Quercus lobata</i> - Valley oak of more than 48 inches in DBH</li> <li>- <i>Quercus douglasii</i> - Blue oak of more than 30 inches in DBH</li> <li>- <i>Umbellularia californica</i> - California bay or laurel with a single stem or multiple stems touching each other 4.5 feet above the ground of more than 48 inches in DBH, or clumps visibly connected above ground with a basal area of 20 sq. ft. measured 4.5 feet above average ground level.</li> <li>- <i>Torreya californica</i> - California nutmeg of more than 30 inches in DBH</li> <li>- <i>Sequoia sempervirens</i> - Redwood of more than 84 inches in DBH west of Skyline Boulevard or 72 inches DBH east of Skyline Boulevard.</li> </ul> </li> </ul> <p>A Heritage Tree Removal/Trimming Permit shall be obtained for removal or modification to any designated heritage trees. In granting a Heritage Tree Removal/Trimming Permit, the Planning Director may attach reasonable conditions to insure compliance with the content and purpose of this ordinance, such as, but not limited to, requiring replacement of trees removed with plantings acceptable to the Planning Director.</p>

Plans and Policies	Summary
Significant Tree Ordinance	<p>The Significant Tree Ordinance of San Mateo County sets forth regulations for the removal or destruction of significant trees and tree communities in San Mateo County. “Significant trees” are defined as “any live woody plant rising above the ground with a single stem or trunk of a circumference of 38 inches or more measured at 4.5 feet vertically above the ground or immediately below the lowest branch, whichever is lower, and having the inherent capacity of naturally producing one main axis continuing to grow more vigorously than the lateral axis.” Replacement of trees removed shall be with plantings of trees acceptable to the planning director.</p>
<b>City of Brisbane</b>	
Brisbane General Plan (1994)	<p>The 1994 General Plan, City of Brisbane was adopted in June 1994. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 129: Require erosion controls to mitigate soil disturbance.</li> <li>▪ Policy 130: Conserve water resources in the natural environment.</li> <li>▪ Policy 130.2: Consider wetland restoration as part of flood control projects.</li> <li>▪ Policy 131: Emphasize the conservation of water quality and of riparian and other water-related vegetation, especially that which provides habitat for native species, in planning and maintenance efforts.</li> <li>▪ Policy 132: Recognize the importance of the Brisbane Lagoon and the Levinson Marsh as wildlife habitats, valuable community resources and drainage basins, and cooperate with responsible agencies in their conservation.</li> <li>▪ Policy 133: Reduce the amount of sediment entering waterways.</li> <li>▪ Policy 134: Reduce the amount of pollutants entering waterways.</li> </ul>
Brisbane Municipal Code	<p>The Brisbane Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 12.12 Tree Regulations: Establishes regulations for preservation and removal of “protected trees.” “Protected tree” means each of the following: <ul style="list-style-type: none"> <li>- Any California bay (<i>Umbellularia californica</i>), California buckeye (<i>Aesculus californica</i>), or coast live oak having a main stem or trunk which measures 30 inches or greater in circumference at a height of 24 inches above natural grade.</li> <li>- Any species of native or nonnative tree, in addition to those identified in number 1 above, designated as a protected tree on recommendation of the parks and recreation commission as adopted by resolution of the city council, based upon its finding and determination that such species uniquely contributes to the scenic beauty of the city or provides special benefits to the natural environment or wildlife.</li> <li>- Any tree designated as a protected tree by resolution of the city council.</li> <li>- Any tree, regardless of size, originally required by the city to be planted as a condition for the granting of a permit, license, or other approval, or any tree that existed at the time of the granting of such permit, license, or other approval and required by the city to be preserved as part of such approval.</li> <li>- Any tree, regardless of size, required by the city to be planted as a replacement for an unlawfully removed tree.</li> <li>- Any tree, regardless of size, planted or maintained by the city.</li> <li>- Any street tree which is not otherwise described in numbers 1 through 6 above, having a main stem or trunk which measures 30 inches or greater in circumference at a height of 24 inches above natural grade.</li> <li>- Where three or more trees of any one or more species, each having a main stem or trunk which measures 30 inches or greater in circumference at a height of 24 inches above natural grade, are proposed to be removed at the same time from the same</li> </ul> </li> </ul>

Plans and Policies	Summary
	<p>property or from contiguous properties under common ownership, such trees shall collectively be regarded as a protected tree.</p> <p>Tree removal must be approved by the city manager to obtain a required tree removal permit. The city manager may grant or deny the application for removal of a protected tree or grant the same subject to conditions, including but not limited to, the condition that one or more replacement trees be planted of a species and size and at locations as designated by the city manager. Such replacement trees shall be obtained and planted at the expense of the applicant. The permit shall require the applicant to either remove the tree stump or lower it to ground level.</p>
<b>City of South San Francisco</b>	
<p><i>South San Francisco General Plan (1999, 2014)</i></p>	<p>The <i>South San Francisco General Plan</i> was adopted in October 1999, and updated in 2014. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 7.2-G-1: Comply with the San Francisco Bay RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.</li> <li>▪ Goal 7.2-G-2: Enhance the quality of surface water resources and prevent their contamination.</li> <li>▪ Goal 7.2-G-3: Discourage use of insecticides, herbicides, or toxic chemical substances within the city.</li> <li>▪ Goal 7.2-I-1: Continue working with the San Francisco Bay RWQCB in the implementation of the NPDES, and continue participation in the San Mateo Countywide Stormwater Pollution Prevention Program for the protection of surface water and groundwater quality.</li> <li>▪ Goal 8.2-I-1: Continue working with the Regional Water Quality Control Board in the implementation of the San Mateo Countywide Stormwater Pollution Prevention Program.</li> </ul>
<b>City of San Bruno</b>	
<p><i>San Bruno General Plan (2009)</i></p>	<p>The <i>San Bruno General Plan</i> was adopted in March 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy ERC-A: Preserve open space essential for the conservation of San Bruno's natural resources -- including vegetation, wildlife, soils, water, and air.</li> <li>▪ Policy ERC-D: Reduce pollution levels within the surface water that San Bruno discharges into the San Mateo County Flood Control District, then into San Francisco Bay.</li> <li>▪ Policy ERC-6: Preserve wetland habitat in the San Francisco Bay Margins along the eastern edge of city land as permanent open space. Where jurisdiction allows, establish buffer zones at the edge of wetland habitats and identify buffer zones as areas to restrict development. Environmental concerns should be addressed during stormwater maintenance activities.</li> <li>▪ Policy ERC-13: Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, state and federal laws.</li> <li>▪ Policy ERC-19: Regulate new development--specifically industrial uses--as well as construction and demolition practices to minimize pollutant and sediment concentrations in receiving waters and ensure waterbodies within San Bruno and surface water discharged into San Francisco Bay meets or exceeds relevant regulatory water quality standards.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy ERC-20: Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.</li> <li>▪ Policy ERC-21: Continue programs to inform residents of the environmental effects of dumping household waste, such as motor oil, into storm drains that eventually discharge into San Francisco Bay.</li> <li>▪ Policy ERC-22: Regularly measure and monitor water quality in San Bruno's surface water to ensure maintenance of high quality water for consumption by humans and other species throughout the region.</li> <li>▪ Policy HS-4: Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.</li> <li>▪ Policy HS-5: Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 square feet in size.</li> </ul>
<p><i>San Bruno Municipal Code</i></p>	<p>The San Bruno Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 8.24 Street Tree Ordinance: Mandates that the director of public works shall designate healthy trees in the city as official street tree species; prohibits the removal or interference of any street tree without first obtaining a permit from the director of public works; mandates that the city will replace any street tree to the extent that funds are made available; outlines the requirements for tree replacement, ground cover, and other plantings; and prohibits the planting of any tree in or adjacent to a public street that does not conform to the approved master street tree list.</li> <li>▪ Chapter 8.25 Heritage Tree Ordinance: Provides the definition of a heritage tree; prohibits the removal of any heritage tree from any property without a permit; outlines the process for applying for a removal permit; and mandates that permit for removal contains replanting and reforestation condition. The Municipal Code provides the following definitions of "heritage tree:" <ul style="list-style-type: none"> <li>- Any native bay (<i>Umbellularia californica</i>), buckeye (<i>Aesculus</i> sp.), oak (<i>Quercus</i> sp.), redwood (<i>Sequoia sempervirens</i>), or pine (<i>Pinus radiata</i>) tree that has a diameter of 6 inches or more measured at 54 inches above natural grade.</li> <li>- Any tree or stand of trees designated by resolution of the city council to be of special historical value or of significant community benefit.</li> <li>- A stand of trees, the nature of which makes each dependent on the others for survival.</li> <li>- Any other tree with a trunk diameter of 10 inches or more, measured at 54 inches above natural grade.</li> </ul> </li> </ul>
<p><b>City of Millbrae</b></p>	
<p><i>Millbrae General Plan (1998)</i></p>	<p>The <i>City of Millbrae General Plan</i> was adopted in November 1998. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy PC6.1: Preserve important plant and wildlife habitats, including chaparral, broadleaf/riparian woodlands, open grasslands, marshy areas, creeks, and sensitive nesting sites. Loss of these habitats should be fully offset through creation of habitat of equal value, with the compensation rate for habitat recreation determined by a qualified biologist.</li> <li>▪ Policy PC6.2: Limit development in areas which support the San Francisco garter snake, red-legged frog, and other rare or endangered species. If development of these areas must occur, any loss of habitat should be fully compensated on-site. If off-site mitigation is necessary, it should occur within the Millbrae planning area whenever possible, and must be accompanied by plans and a monitoring program prepared by a qualified biologist.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy PC6.3: Encourage development patterns which minimize impacts on the City's environmental resources and integrate development with open space areas. Cluster development and other creative site planning techniques should be encouraged to preserve open space, habitat, and other environmental or recreational resources.</li> <li>▪ Policy PC6.4: Lands adjacent to sensitive habitat areas should be protected as public or private permanent open space through dedication or easements. New developments adjacent to such areas should provide adequate building setbacks to buffer against potential impacts, with adequate access easements provided to allow for necessary open space maintenance.</li> <li>▪ Policy PC6.14: Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration. In hillside areas, require preparation of a drainage and erosion control plan when projects include land alteration or vegetation removal.</li> <li>▪ Goal PCIP-16: The ordinance includes setback requirements for riparian and wetland areas.</li> <li>▪ Goal PCIP-17: The City will continue to notify and consult with the California Department of Fish and Game and the Army Corps of Engineers when development projects are proposed in locations where there may be impacts to fish and wildlife and their habitats.</li> <li>▪ Goal S1.16: Provide appropriate erosion and sediment control measures in conjunction with proposed development in areas susceptible to erosion and regularly maintain all creek beds and conduits to minimize problems stemming from their erosion.</li> </ul>
<p><i>Millbrae Municipal Code</i></p>	<p>The Millbrae Municipal Code includes the following chapter relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 8.60 Tree Protection and Urban Forestry Program: Requires the implementation of a master tree plan to encourage the planting of street trees and to ensure adequate program for preservation; mandates that property owners shall be responsible for the care and maintenance of street trees; prohibits the removal or alteration of street trees by the property owner; prohibits the abuse, removal, or mutilation of any street tree by any person; and requires that if a permit is issued for removal, the director will include a condition of the street tree replacement.</li> </ul>
<b>City of Burlingame</b>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The <i>Envision Burlingame General Plan</i> was adopted in January 2019. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal HP-5: Protect, maintain, and improve biological resources in Burlingame, including hillside habitats, trees and plants, shoreline areas, and creeks.</li> <li>▪ Policy HP-5.1: Wildlife Habitats. Preserve critical habitat areas and sensitive species within riparian corridors, hillsides, canyon areas, tree canopies, and wetlands that are within the City's control. Consult with the California Department of Fish and Wildlife to identify and map significant habitat areas, and focus protection measures on habitats with special status species. Protect declining or vulnerable habitat areas from disturbance during design and construction of new development.</li> <li>▪ Policy HP-5.2: Migratory Birds. Identify and protect habitats that contribute to the healthy propagation of migratory birds, including trees and natural corridors that serve as stopovers and nesting places. Avoid construction activities that involve tree removal between March and June unless a bird survey has been conducted to determine that the tree is unused during breeding season by avian species protected under California Fish and Game Codes 3503, 3503.5 and 3511.</li> <li>▪ Policy HP-5.3: Riparian Corridors. Protect and restore riparian corridors to ensure they function as healthy biological areas and wildlife habitats. Where appropriate, restore riparian habitat with native vegetation.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy HP-5.4: Urban Creeks. Encourage the restoration and daylighting of Burlingame’s urban creeks where they have been undergrounded, and where such daylighting is appropriate for surrounding conditions. Coordinate with property owners and local interest groups in restoration efforts. Remove culverts and hardened creek channels where appropriate, and avoid future culverting or channelization of creeks.</li> <li>▪ Policy HP-5.5: Protection and Expansion of Tree Resources. Continue to preserve and protect valuable native trees and introduce species that contribute to the urban forest, but allow for the gradual replacement of trees for on-going natural renewal. Consider replacement with native species. Use zoning and building requirements to ensure that existing trees are integrated into new developments.</li> <li>▪ Policy HP-5.6: Tree Preservation Ordinance. Continue to adhere to the Burlingame Tree Preservation Ordinance (Burlingame Municipal Code Title 11), ensure the preservation of protected trees as designated by the ordinance and continue to be acknowledged by the Arbor Day Foundation as a Tree City USA.</li> <li>▪ Policy HP-5.7: Urban Forest Management Plan. Continue to update and use the Burlingame Urban Forest Management Plan which integrates the environmental, economic, political, historical and social values for the community for guidance on best management practices related to tree planting, removal, and maintenance, including onsite protection of extant trees and street trees during projects.</li> <li>▪ Policy HP-5.12: Wetlands. Preserve wetland habitat and associated species in compliance with the federal “no net loss” policy. Where jurisdiction allows, establish buffer zones at the edge of wetland habitats, and restrict development in these zones. If development occurs adjacent to a wetlands area, ensure a qualified biologist has conducted a wetlands delineation in accordance with federal and State guidelines.</li> </ul>
<p>Burlingame Municipal Code</p>	<p>The Burlingame Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 11.04 Street Trees: prohibits the placement or planting of any tree, shrub, or plant in any of the streets or public places in the city until approval from the director; prohibits the removal of a tree on any street or public place in the city without a permit; requires the approval of plant species and varieties by the director; requires the development of a Street Tree Master Plan; and requires that when the replacement of a removed tree is desirable, the director must replace the removed tree with one in accordance to the Master Tree Plan.</li> <li>▪ Chapter 11.06 Urban Reforestation and Tree Protection Ordinance: prohibits the removal of protected trees from any parcel without a permit and mandates that certain measures should be adhered to during construction near a protected tree; requires notices and permits for the removal or work significantly affecting protected trees; requires that the director review and decide on each application; and provides specific conditions and guidelines for replanting any removed protected trees. “Protected trees” are defined as follows: <ul style="list-style-type: none"> <li>- Any tree with a circumference of 48 inches or more when measured 54 inches above natural grade.</li> <li>- A tree or stand of trees so designated by the city council based upon findings that it is unique and of importance to the public due to its unusual appearance, location, historical significance or other factor.</li> <li>- A stand of trees in which the director has determined each tree is dependent upon the others for survival.</li> </ul> </li> </ul>

Plans and Policies	Summary
<p><b>City of San Mateo</b></p> <p><i>A Vision of San Mateo in 2030, Safety and Hazardous Waste Management Element and Conservation, Open Space, Parks &amp; Recreation Element (2010, 2011)</i></p>	<p>The Safety and Hazardous Waste Management Element of <i>A Vision of San Mateo in 2030</i> was adopted in October 2010, and the Conservation, Open Space, Parks &amp; Recreation Element was amended in 2011. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy C/OS 2.1: Preserve and enhance the aesthetic and habitat values of San Mateo, Laurel and Beresford creeks and other City-owned channels in all activities affecting these creeks.</li> <li>▪ Policy C/OS 2.2: Preserve and enhance the aesthetic and habitat values of privately owned sections of all other creeks and channels [ . . . ] whenever cost effective or whenever these values outweigh economic considerations.</li> <li>▪ Policy C/OS 2.4: Require that new creekside development include the following:             <ul style="list-style-type: none"> <li>- Protection or enhancement of riparian vegetation and water (including stormwater) quality.</li> <li>- Dedication of maintenance/bank stabilization easement in exchange for City assumption of maintenance responsibility.</li> </ul> </li> <li>▪ Policy C/OS 2.5: Require that new development on creekside lots be of a bulk and density appropriate to the buildable portion of the subject lot in conformance with the City's creek and slope standards.</li> <li>▪ Policy C/OS 3.2: Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.</li> <li>▪ Policy S 1.3: Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15 percent or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.</li> <li>▪ Policy S 2.1: Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.</li> <li>▪ Policy S 2.2: Protect new development adjacent to creeks by requiring adequate building setbacks from creek banks and provision of access easements for creek maintenance purposes.</li> </ul>
<p>San Mateo Municipal Code</p>	<p>The San Mateo Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 13.35, Street Tree Ordinance: prohibits the planting, pruning, and removal of street trees without a notice and a permit; outlines the permit application; and mandates the replacement of removed or damaged trees. Street trees are defined as "trees planted in the public right-of-way."</li> <li>▪ Chapter 13.52, Heritage Tree Ordinance: attempts to protect and preserve heritage trees for aesthetic and biological values; requires property owners to maintain and preserve all heritage trees; prohibits the removal or pruning of heritage trees without a permit from the Director; and outlines reforestation and replanting guidelines. "Heritage trees" are defined as:             <ul style="list-style-type: none"> <li>- Any bay (<i>Umbellularia californica</i>), buckeye (<i>Aesculus</i> spp.), oak (<i>Quercus</i> spp.), cedar (<i>Cedrus</i> spp.) or redwood (<i>Sequoia</i> spp.) tree that has a diameter of 10 inches or more measured at 48 inches above natural grade.</li> <li>- Any tree or stand of trees designated by resolution of the City Council to be of special historical value or of significant community benefit.</li> <li>- A stand of trees, the nature of which makes each dependent on the others for survival;</li> </ul> </li> </ul>



Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>- Any other tree with a trunk diameter of 16 inches or more, measured at 48 inches above natural grade.</li> </ul>
<b>City of Belmont</b>	
<p><i>Belmont General Plan (2017)</i></p>	<p>The <i>Belmont General Plan</i> was updated in November 2017. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 4.5-2: Protect Belmont Creek from future encroachment through regulation, development review, conservation easements, or other appropriate actions.</li> <li>▪ Policy 5.3-2: Maintain, protect, restore, and enhance ecologically important areas, including creek corridors.</li> <li>▪ Policy 5.3-5: Require use of best practices that preserve natural resources, such as soil, trees, native plants, and permeable surfaces, for design and construction projects.</li> <li>▪ Policy 5.4-1: Restore Belmont Creek to enhance ecological functions, biological resources, hydrology function, and flood control.</li> <li>▪ Policy 5.4-2: Preserve, where possible, natural watercourses or provide naturalized drainage channels within the city.</li> <li>▪ Policy 5.4-3: Protect, restore, and enhance a continuous corridor of native riparian vegetation and wildlife habitat along Belmont’s waterways, water bodies, and wetlands.</li> <li>▪ Policy 5.4-4: Preserve and enhance the natural riparian environment along waterway corridors, including Belmont Creek, by minimizing environmental and visual impacts.</li> <li>▪ Policy 5.5-4: Ensure that the design and construction of new infrastructure elements does not contribute to stream bank or hillside erosion or creek or wetland siltation, and incorporates site design and source control BMPs, construction phase BMPs, and treatment control BMPs to minimize impacts to water quality.</li> </ul>
<p><i>Belmont Municipal Code</i></p>	<p>The Belmont Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 25 City Tree Ordinance: prohibits the removal and excessive pruning of trees without a permit; outlines the process for applying for a removal permit; establishes exemptions for the removal of trees; and allows the issuance of a permit to remove trees to potentially be conditioned upon the replacement of trees or payment of an in lieu fee. A protected tree is defined as “any woody, perennial plant characterized by having a single main stem or trunk of 10 inches or more DBH at 4.5 feet above natural grade, or multiple secondary stems totaling 10 inches or more DBH at 4.5 feet above natural grade, regardless of species. A DBH of 10 inches is approximately equivalent to a circumference of 31 inches. A single or multi-stemmed shrub or bush is not a protected tree.” A City tree is defined as “any woody, perennial plant, regardless of size, located in the City right-of-way, a City park, as designated open space, or on any other City property. A single or multi-stemmed shrub or bush is not a City tree.” A tree removal application form is required to be submitted to the Parks and Recreation Department in order to obtain a tree removal permit.</li> </ul>
<b>City of San Carlos</b>	
<p><i>San Carlos 2030 General Plan (2009)</i></p>	<p>The <i>San Carlos 2030 General Plan</i> was adopted in October 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy EM-2.2: Continue to enforce the City’s Riparian Ordinance (San Carlos Zoning Ordinance Chapter 18.14) for all four of the City’s creeks (Pulgas, Brittan, Cordilleras and Belmont) and their tributaries.</li> <li>▪ Policy EM-2.3: Carefully evaluate the cumulative and compounding impacts of incremental creek encroachments.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy EM-2.4: Restore culverted or buried channels to their natural state wherever feasible.</li> <li>▪ Policy EM-2.5: Retain Pulgas, Brittan, Cordilleras and Belmont Creek channels and their 100-year floodplains wherever possible as natural open space areas. These areas are to function as storm drainage facilities and as open space greenbelts to support natural habitat.</li> <li>▪ Policy CSS-2.2: Maintain a healthy riparian corridor in City-maintained flood control channels to reduce the risk of flooding due to erosion, siltation, blockage and heavy undergrowth.</li> <li>▪ Policy CSS-2.3: Maintain a strong and enforceable Stream Development and Maintenance Ordinance (San Carlos Zoning Ordinance Chapter 18.14) for all city creeks and their tributaries.</li> </ul>
<p>San Carlos Municipal Code</p>	<p>Section 18.18:070 Trees: establishes regulations for the preservation and removal of protected trees; prohibits the removal of any protected tree without a permit from the director of Public Works; requires the posting of a notice of issuance for any tree removal permit at City Hall; allows the director of Public Works to attach reasonable conditions to a protected tree removal permit that may require replacement trees; and mandates that new developments that encroach into the dripline area of a heritage tree must adhere to special construction techniques. There are two types of protected trees: significant trees and heritage trees.</p> <ul style="list-style-type: none"> <li>▪ “Significant tree” means any tree that is 36 inches in circumference (or more), outside of bark, measured at 48 inches above natural grade.</li> <li>▪ “Heritage tree” means any of the following:             <ul style="list-style-type: none"> <li>- Indigenous trees whose size, as measured at 48 inches above natural grade (unless otherwise indicated), is defined below:                 <ul style="list-style-type: none"> <li>▪ Aesculus californica (buckeye) with a single stem or multiple stems touching each other at 48 inches above natural grade and measuring 30 inches in circumference.</li> <li>▪ Arbutus menziesii (madrone) with a single stem or multiple stems touching each other at 48 inches above natural grade and measuring 30 inches in circumference.</li> <li>▪ Quercus agrifolia (coast live oak) of more than 30 inches in circumference.</li> <li>▪ Quercus douglassii (blue oak) of more than 24 inches in circumference.</li> <li>▪ Quercus lobata (valley oak) of more than 30 inches in circumference.</li> <li>▪ Quercus wislizenii (interior live oak) of more than 24 inches in circumference.</li> <li>▪ Sequoia sempervirens (redwood) of more than 72 inches in circumference.</li> <li>▪ Umbellularia californica (California bay) with a single stem or multiple stems touching each other at 48 inches above natural grade and measuring 30 inches in circumference.</li> </ul> </li> <li>- Community of trees;</li> <li>- Founders tree; Tree so designated by the City Council, based upon findings that the particular tree is unique and of importance to the public due to its unusual age, appearance, location or other factors.</li> </ul> </li> </ul> <p>The following trees shall not be classified as protected trees regardless of size:</p> <ul style="list-style-type: none"> <li>▪ Bailey (<i>Acacia baileyana</i>), green (<i>A. dedurrens</i>) or black (<i>A. melanoxyton</i>) acacia</li> <li>▪ Tree-of-Heaven (<i>Ailanthus altissima</i>)</li> <li>▪ Fruit trees of any kind</li> <li>▪ Monterey pine (<i>Pinus radiata</i>)</li> <li>▪ Eucalyptus (<i>Eucalyptus</i> sp.)</li> </ul>

Plans and Policies	Summary
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan (2010)</i></p>	<p>The <i>Redwood City General Plan</i> was adopted in October 2010. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy NR-5.2: Limit construction activities in creeks and streams to protect water quality.</li> <li>▪ Policy NR-5.3: Prohibit building and development activities to establish a creek buffer zone, based on the site and floodplain characteristics and/or where sensitive species, communities, or habitats occur within the creek or 100-year floodplain, unless construction methods or other methods can substantially minimize damage from potential flooding.</li> <li>▪ Policy NR-5.4: In conjunction with new development located along existing creeks and streams and where appropriate, incorporate daylighting for culverted portions or other bank naturalizing approaches for channeled sections as a means of creek restoration.</li> <li>▪ Policy NR-5.5: Regulate, and perhaps restrict, new development, grading, fills, and other land disturbances located immediately adjacent to a creek, stream, or in a 100-year floodplain, unless construction methods or other methods to minimize potential damage from flooding are implemented.</li> <li>▪ Policy NR-5.6: Promote natural stream channel function.</li> <li>▪ Policy NR-6.5: Take steps to reduce urban runoff into creeks and the Bay.</li> <li>▪ Policy NR-24: Pursue efforts to maintain and restore creeks and streams to a more natural state through such measures as "daylighting" (reestablishing portions of the creeks above ground, where physically feasible), replacing concrete channels with natural creek beds and native vegetation, restoring riparian habitat, and creating linear parks along creeks while maintaining flood control capabilities. Complete a feasibility study that prioritizes the most appropriate sections and creeks to daylight. Include these strategies as part of the comprehensive plan accommodation for trails.</li> <li>▪ Policy NR-25: Wherever a new development or redevelopment project occurs on property containing or adjacent to an existing creek, require the project developer to improve and enhance the portion of the creek on or adjacent to the property, including daylighting and creek restoration wherever feasible. Permitted uses within creek buffer zones should be limited to habitat restoration, native riparian plantings, appropriate erosion control, trails, and flood control. Consider implementing a land banking system for critical open space areas along creek corridors.</li> </ul>
<p>Redwood City Municipal Code</p>	<p>The Redwood City Municipal Code includes the following chapters relevant to the project.</p> <ul style="list-style-type: none"> <li>▪ Chapter 29, Article VI Planting and Care of Trees on Other Vegetation on Public Streets (Street Tree Ordinance): establishes rules and regulations relating to the planting, care, and maintenance of street trees; outlines a comprehensive plan for the planting and maintenance of street trees; mandates that the Park Superintendent be responsible for the administration of this Article; prohibits the removal, alteration, or replacement of street trees without a permit; and outlines the Master Tree List to be implemented by the Park Superintendent.</li> <li>▪ Chapter 35 Tree Preservation: outlines the height and width requirements for a heritage tree; allows the designation by the Commission of a heritage tree regardless of size if it has historical significance, is indigenous to the area, or is part of a group of trees that is dependent on each other for survival; prohibits the removal of any tree without a permit from the Parks and Recreation Director; and mandates the restoration and/or replacement of a damaged tree that has not been approved for removal.</li> </ul>

Plans and Policies	Summary
<b>Town of Atherton</b>	
<i>Atherton General Plan (2020)</i>	<p>The <i>Atherton General Plan</i> was updated in January 2020. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy OSC-1.1: The Town shall endeavor to protect scenic resources, significant stands of natural vegetation, wildlife habitat, public safety and significant archaeological resources, both publicly and privately held.</li> </ul>
Atherton Municipal Code	<p>The Atherton Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 8.10 Removal of and Damage to Heritage Trees: protects heritage trees for the health, welfare, and quality of life of citizens; prohibits the removal of a heritage tree without a permit; mandates all heritage trees to be shown and designated on every plot map associated with a building permit; requires a heritage tree protection and preservation plan to be prepared with some development applications; requires a permit (and potentially a written report) for heritage tree removal to be filed with the building department; allows reasonable conditions such as, but not limited to, requiring tree replacement; and outlines penalties and remedies for violating the chapter by removing or damaging a heritage tree. The code provides the following definition of “heritage tree.” <ul style="list-style-type: none"> <li>- A tree, located in the tree preservation area, or a native oak tree (<i>Quercus lobata</i>, <i>Quercus agrifolia</i> or <i>Quercus douglasii</i>) located anywhere on a lot, which has a trunk circumference of 48 inches or more, when measured 48 inches above the natural grade.</li> <li>- A tree so designated by the city council, based upon findings that the particular tree is unique and of importance to the public due to its unusual age, appearance, location or other factors.</li> <li>- The following trees shall not be classified as heritage trees: <i>Acacia baileyana</i> (Bailey acacia), <i>Albizia julibrissin</i> (mimosa), <i>Acacia decurrens</i> (green wattle), <i>Acacia melanoxylon</i> (black acacia), and <i>Ailanthus altissima</i> (tree of heaven).</li> </ul> </li> <li>▪ Chapter 12.16 Street Use Regulations: Section 12.06.020 prohibits the cutting or harming of a heritage tree from a street, sidewalk, or public area within the town without a permit from the building department.</li> </ul>
<b>City of Menlo Park</b>	
<i>Menlo Park General Plan, Open Space and Conservation, Noise and Safety Elements (2013)</i>	<p>The Open Space/Conservation, Noise, and Safety Elements of the <i>City of Menlo Park General Plan</i> were adopted in May 2013. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ OSC1.2: Preserve, protect, maintain and enhance water, water-related areas, plant and wildlife habitat for open space and conservation purposes.</li> <li>▪ S1.25: Seek to retain San Francisquito and Atherton creeks/channels in their natural state in order to prevent undue erosion of creek banks. Protect creek-side habitat and provide maintenance access along creeks where appropriate.</li> <li>▪ S1.26: Continue to require the use of best management practices for erosion and sediment control measures with proposed development in compliance with applicable regional regulations.</li> </ul>
Menlo Park Municipal Code	<p>The Menlo Park Municipal Code includes the following chapters relevant to the project.</p> <ul style="list-style-type: none"> <li>▪ Chapter 13.20 Street Trees: establishes regulations for private property owners’ landscaping activities in the public right-of-way next to the street; outlines a street tree management plan; prohibits injury, harm, or mutilation to a street tree; and requires a permit for the removal, pruning, or planting of a street tree. A City tree is defined as “trees growing in the street-right-of-way, outside of private property.” The City’s Maintenance Division is responsible for such trees.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Chapter 13.25 Heritage Trees: establishes regulations for the preservation of heritage trees, which are defined as follows:               <ul style="list-style-type: none"> <li>- A tree or group of trees of historical significance, special character or community benefit, specifically designated by resolution of the City Council.</li> <li>- An oak tree (<i>Quercus</i> sp.) which is native to California and has a trunk with a circumference of 31.4 inches (diameter of 10 inches) or more, measured at 54 inches above natural grade. Trees with more than one trunk shall be measured at the point where the trunks divide, with the exception of trees that are under 12 feet in height, which will be exempt from this section.</li> <li>- All trees other than oaks which have a trunk with a circumference of 47.1 inches (diameter of 15 inches) or more, measured 54 inches above natural grade. Trees with more than one trunk shall be measured at the point where the trunks divide, with the exception of trees that are less than 12 feet in height, which will be exempt from this section. (Ord. 928 Section 1 (part), 2004).</li> </ul> </li> </ul> <p>The City of Menlo Park regulates the pruning of more than 25 percent of a regulated tree's canopy and roots. A tree permit is necessary for pruning beyond this threshold.</p>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The Santa Clara County General Plan addresses biological resources under the Resource Conservation Chapter. Overall policies relevant to biological and aquatic resources include the following:</p> <ul style="list-style-type: none"> <li>▪ C-RC 1: Natural and heritage resources shall be protected and conserved for their ecological, functional, economic, aesthetic, and recreational values.               <ul style="list-style-type: none"> <li>- Open lands not suitable or intended for urbanization should not be included in cities' long term urban growth plans. Protections necessary to preserve and manage resources should be provided</li> <li>- Heritage resources shall be preserved to the maximum extent possible for their scientific, cultural, or place values, and they shall not be diminished due to inadequate safeguards.</li> </ul> </li> <li>▪ C-RC 2: The County shall provide leadership in efforts to protect or restore valuable natural resources, such as wetlands, riparian areas, and woodlands, and others:               <ul style="list-style-type: none"> <li>- for County-owned lands; and</li> <li>- through multi-jurisdictional endeavors.</li> </ul> </li> <li>▪ C-RC 3: Multiple uses of lands intended for open space and conservation shall be encouraged so long as the uses are consistent with the objectives of resource management, conservation, and preservation, particularly habitat areas.</li> <li>▪ C-RC 4: On a countywide basis, the overall strategy for resource management, conservation, and preservation should include the following:               <ul style="list-style-type: none"> <li>- improve and update current knowledge;</li> <li>- emphasize pro-active, preventive measures;</li> <li>- minimize or compensate for adverse human impacts;</li> <li>- restore resources where possible; and</li> <li>- monitor the effectiveness of mitigations.</li> </ul> </li> </ul> <p>Most specific policies relevant to biological resources are addressed under the Habitat &amp; Biodiversity section of the Resource Conservation chapter. These policies are framed under four organizing strategies. Each strategy and the policies relevant to the project extent are as follows:</p> <ul style="list-style-type: none"> <li>▪ Strategy 1: Improve Current Knowledge and Awareness of Habitats and Natural Areas <i>[No applicable policies]</i></li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Strategy 2: Protect the Biological Integrity of Critical Habitat Areas                             <ul style="list-style-type: none"> <li>- Policy C-RC 30: Habitat and other resource areas not suitable or intended for urbanization should be excluded from urbanization, and non-urban development which occurs within resource conservation areas should minimize impacts upon habitat and biodiversity.</li> <li>- Policy C-RC 32: Land uses permitted in resource conservation areas should not be allowed to degrade the integrity of natural habitat.</li> <li>- Policy C-RC 33: Linkages and corridors between habitat areas should be provided to allow for migration and otherwise compensate for the effects of habitat fragmentation.</li> <li>- Policy R-RC 39: Within areas immediately adjacent to the stream buffer area, new development should minimize environmental impacts on the protected buffer area, and screening of obtrusive or unsightly aspects of a project should be considered as a means of preserving the scenic value of riparian areas.</li> </ul> </li> <li>▪ Strategy 3: Encourage Habitat Restoration Areas <i>[No applicable policies]</i></li> <li>▪ Strategy 4: Evaluate Effectiveness of Environmental Mitigations                             <ul style="list-style-type: none"> <li>- Policy C-RC 36: Specific project mitigations for the purpose of preserving habitat should be monitored for a period of time to assure the likelihood of their effectiveness.</li> </ul> </li> </ul> <p>The Santa Clara County General Plan addresses historical and specimen trees (protected trees) under the Heritage Resources section of the Resource Conservation Chapter. The general plan policies are framed under three basic strategies, but only one strategy and one policy apply to biological resources (protected trees). The strategy and policy relevant to protected trees in the project extent are as follows:</p> <ul style="list-style-type: none"> <li>▪ Strategy 2: Prevent or Minimize Adverse Impacts on Heritage Resources                             <ul style="list-style-type: none"> <li>- Policy C-RC 52: Prevention of unnecessary losses to heritage resources should be ensured as much as possible through adequate ordinances, regulations, and standard review procedures. Mitigation efforts, such as relocation of the resource, should be employed where feasible when projects will have significant adverse impact upon heritage resources.</li> </ul> </li> </ul>
<p>Santa Clara County Code of Ordinances, Title C- Construction, Development and Land Use, Division C16, Tree Preservation and Removal (Santa Clara County Code &amp; Municipal Code)</p>	<p>This code of ordinance for tree preservation and removal states that the county preservation of all trees in private and public property is necessary to provide habitat to a variety of wildfire species. The Santa Clara County Municipal Code regulates the protection, maintenance, removal and planting of trees, including heritage trees.</p> <p>Definitions</p> <p>A protected tree shall consist of any of the following:</p> <p>(a) Any tree having a main trunk or stem measuring 37.7 inches or greater in circumference (12 inches or more in diameter) at a height of 4.5 feet above ground level, or in the case of multi-trunk trees a total of 75.4 inches in circumference (24 inches or more of the diameter) of all trunks in the following areas of the County:</p> <ol style="list-style-type: none"> <li>(1) Parcels zoned "Hillsides" (three acres or less);</li> <li>(2) Parcels within a "-d" (Design Review) combining zoning district;</li> <li>(3) Parcels within the Los Gatos Hillside Specific Plan Area.</li> </ol> <p>(b) Any tree within the "-h1" Historic Preservation zoning district for New Almaden having a main trunk or stem measuring six inches or more in diameter (18.8 inches or greater in circumference) at a height of 4.5 feet above ground level, or in the case of multi-trunk trees, a total of 12 inches in diameter (37.7 inches in circumference) of all trunks at 4.5 feet above ground. For parcels having a base zoning district of "HS, Hillside" within the "-h1" combining zoning district, this provision supersedes C16-3(a)(1).</p>

Plans and Policies	Summary
	<p>(c) Any heritage tree.</p> <p>(d) Any tree required to be planted as a replacement for an unlawfully removed tree.</p> <p>(e) Any tree that was required to be planted or retained by the conditions of approval for any use permit, building site approval, grading permit, architectural and site approval, design review, special permit or subdivision.</p> <p>(f) On any property owned or leased by the County, any tree which measures over 37.7 inches in circumference (12 inches or more in diameter) measured 4.5 feet above the ground, or which exceeds 20 feet in height.</p> <p>(g) Any tree, regardless of size, within road rights-of-way and easements of the County, whether within or without the unincorporated territory of the County.</p> <p><i>Heritage Tree:</i> “any tree which, because of its history, girth, height, species, or other unique quality, has been recommended for inclusion on the heritage resource inventory by the Historical Heritage Commission and found by the Board of Supervisors to have special significance to the community, and which has therefore been included in the heritage resource inventory adopted by resolution of the Board of Supervisors.”</p> <p><i>Prune:</i> “to trim or cut away any limbs or branches of a tree which will not adversely impair the health of the tree.”</p> <p><i>Remove:</i> “Remove and removal shall include cutting down, burning, poisoning, or otherwise diminishing the vigor of or destroying a tree, as well as adversely pruning or topping a tree.”</p> <p>Permits</p> <p>Except as otherwise provided below in Section C16-4, it shall be unlawful for any person to remove any protected tree on any private or public property in designated areas of the County without having first obtained an administrative permit from the County Planning Office or an encroachment permit from the Department of Roads and Airports. Where the tree in question has been designated as a heritage tree, all applications for a tree removal permit shall be forwarded to the County Historical Heritage Commission (HHC) by the Planning Office. A site visit may be conducted by representatives of the HHC and a written opinion from an arborist, forester, or other expert may be required to evaluate the status of the tree.</p>
<b>City of Palo Alto</b>	
<p><i>Palo Alto 2030 Comprehensive Plan (2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan</i> was updated in November 2017. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy N-1.5: Preserve and protect the Bay, marshlands, salt ponds, sloughs, creeks, and other natural water or wetland areas as open space.</li> <li>▪ Policy N-3.1: Pursue opportunities to enhance riparian setbacks along creeks as properties are improved or redeveloped.</li> <li>▪ Policy N-3.2: Prevent the further channelization and degradation of Palo Alto’s creeks.</li> <li>▪ Policy N-3.6: Minimize site disturbances and removal of native vegetation in or near creeks and review grading and drainage plans to discourage bank instability, erosion, sedimentation, and flooding.</li> <li>▪ Policy N-3.7: Avoid fencing, piping, and channelization of creeks when flood control can be achieved through measures that preserve the natural environment and creek habitat.</li> <li>▪ Policy N-3.8: Work with SCVWD and San Francisquito Creek Joint Powers Authority to enhance the riparian corridor and ensure adequate flood control.</li> <li>▪ Policy N-4.7: Regulate groundwater use to protect it as a natural resource and potential water supply.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy N-4.8: Conserve and maintain subsurface water resources by exploring ways to reduce the impacts of excavation activities.</li> <li>▪ Policy N-4.10: Reduce pollution in urban runoff.</li> </ul>
Palo Alto Municipal Code	<p>Chapter 8.10 Tree Preservation and Management Regulations: regulates the removal of certain trees within Palo Alto limits. The City defines its regulated trees by the following three categories:</p> <ul style="list-style-type: none"> <li>▪ Category 1—Protected Trees: All valley oak (<i>Quercus agrifolia</i>) and coast live oak trees that are 11.5-inches or greater in diameter (36 inches in circumference measured at 54 inches above natural grade) and coast redwood (<i>Sequoia sempervirens</i>) trees that are 18-inches or greater in diameter (57 inches in circumference measured at 54 inches above natural grade) and Heritage Trees, individual trees of any size or species designated as such by City Council. Property owners may nominate a tree that has distinctive characteristics such as being of great age or size, unique form or other historical significance. A list of designated heritage trees is kept at the Planning Division offices.</li> <li>▪ Category 2—Street Trees: All trees growing within the street right-of-way (publicly owned), outside of private property. In some cases, property lines lie several feet behind the sidewalks. A permit from the Public Works Department is required prior to any work on or within the dripline of any “street tree”.</li> <li>▪ Category 3—Designated Trees: All trees, when associated with a development project, that are specifically designated by the City to be saved and protected on a public or private property which is subject to a discretionary development review (such as a variance, home improvement exception, architectural review, site and design, subdivision, etc.). Tree removal is considered a minor change to the existing site plan—and requires review approval from the Planning Division. For example, a tree planted or growing in a commercial zone landscape or parking lot tree.</li> </ul> <p>Projects that will result in the removal of such regulated trees require that the project proponents submit a tree removal application and obtain approval from the City prior to the removal of any regulated trees.</p>
<b>City of Mountain View</b>	
<i>Mountain View 2030 General Plan (2012)</i>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy INC 17.2: Natural hydrology in watersheds. Promote an ecologically sensitive approach to flood protection, encouraging natural hydrology and preserving habitat and ecology within watercourses.</li> <li>▪ Policy POS 3.1: Preservation of natural areas. Preserve natural areas, creeks, and Shoreline at Mountain View Regional Park primarily for low-intensity uses.</li> <li>▪ Policy POS 12.1: Heritage trees. Protect trees as an ecological and biological resource.</li> <li>▪ Policy POS 12.2: Urban tree canopy. Increase tree canopy coverage to expand shaded areas, enhance aesthetics and help reduce greenhouse gases.</li> <li>▪ Policy POS 12.3: Planter strip. Require tree planter strips to be wide enough to support healthy trees and well-maintained public infrastructure.</li> </ul>
Mountain View Municipal Code	<p>Chapter 32 Tree Regulations: regulates heritage trees, which are defined as trees of any species with a trunk circumference of 48 inches or more measured at 54 inches above natural grade. Trees with multiple trunks are measured immediately below the first major trunk fork. Three species, oak (<i>Quercus</i> spp.), redwood (<i>Sequoia</i> spp.), and cedar (<i>Cedrus</i> spp.), are considered heritage trees if they have a circumference of 12 inches measured at 54 inches above natural grade.</p>



Plans and Policies	Summary
<b>City of Sunnyvale</b>	
<i>Sunnyvale General Plan (2011)</i>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy EM-8.5: Prevent accelerated soil erosion. Continue implementation of a construction site inspection and control program to prevent discharges of sediment from erosion and discharges of other pollutants from new and redevelopment projects.</li> <li>▪ Policy EM-8.6: Minimize the impacts from stormwater and urban runoff on the biological integrity of natural drainage systems and water bodies.</li> </ul>
Sunnyvale Municipal Code	<p>The Sunnyvale Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 13.16 City Trees: seeks to preserve the City’s urban forest; regulates the maintenance, removal, and planting of trees within a public right-of-way; prohibits the planting, maintenance, or pruning of a tree within a public right-of-way without a permit from the superintendent; prohibits construction that would interfere with a city tree without a permit; and outlines the permit application process.</li> <li>▪ Chapter 19.94 Tree Preservation: regulates the protection, installation, removal and long term management of significantly sized trees on private property within the City; establishes a review and permit procedure to insure the correct planting, maintenance, protection, and removal of significant trees; requires a protected tree removal permit from the department of community development in order to remove or alter protected trees; requires a tree survey as part of the required application materials; requires a tree protection plan to demonstrate how tree protection will be provided during construction; requires replanting plans as part of the landscape plan for the proposed project; and establishes penalties for violations; and outlines required methods to protected trees during construction of a project.</li> </ul>
<b>City of Santa Clara</b>	
<i>City of Santa Clara 2010–2035 General Plan (2010)</i>	<p>The City of Santa Clara adopted the 2010–2035 General Plan on November 16, 2010. The general plan includes the following environmental quality goals and policies applicable to biological and aquatic resources:</p> <p>Conservation</p> <ul style="list-style-type: none"> <li>▪ Goal 5.10.1-G1: The protection of fish, wildlife and their habitats, including rare and endangered species.</li> <li>▪ Goals 5.10.1-G2: Conservation and restoration of riparian vegetation and habitat.</li> <li>▪ Policy 5.10.1-P1: Require environmental review prior to approval of any development with the potential to degrade the habitat of any threatened or endangered species.</li> <li>▪ Policy 5.10.1-P2: Work with Santa Clara Valley Water District and require that new development follow the "Guidelines and Standards for Lands Near Streams" to protect streams and riparian habitats.</li> <li>▪ Policy 5.10.1-P3: Require preservation of all City-designated heritage trees listed in the Heritage Tree Appendix 8.10 of the General Plan.</li> <li>▪ Policy 5.10.1-P4: Protect all healthy cedars, redwoods, oaks, olives, bay laurel and pepper trees of any size, and all other trees over 36 inches in circumference measured from 48 inches above-grade on private and public property as well as in the public right-of-way.</li> <li>▪ Policy 5.10.1-P5: Encourage enhancement of land adjacent to creeks in order to foster the reinstatement of natural riparian corridors where possible.</li> <li>▪ 5.10.5-P19: Limit development activities within riparian corridors to those necessary for improvement or maintenance of stream flow.</li> </ul>

Plans and Policies	Summary
<p>Santa Clara City Code (2018)</p>	<p>Chapter 12.35 Trees and Shrubs: prohibits the removal or alteration of trees, plants, or shrubs within a street or public place without a written permit from the superintendent of streets and establishes penalties for noncompliance.</p>
<p><b>City of San Jose</b></p>	
<p><i>Envision San José 2040 General Plan</i> (2018)</p>	<p>The City of San Jose General Plan policies applicable to biological resources are described under Natural Resources with the overarching goal that “The City should balance resource conservation and urban development to maximize achievement of environmental, economic, and social objectives.” Applicable policies are subdivided by habitat and species as follows:</p> <ul style="list-style-type: none"> <li>▪ Grassland, Oak Woodlands, Chaparral, and Coast Scrub Goal: Protect the biological diversity and scenic characteristics of grasslands, woodlands, chaparral, and scrub in hillside areas.</li> <li>▪ Policy 3: The City should cooperate with other agencies in the preservation of hillside vegetation.</li> <li>▪ Policy 4: Minimize the removal of ecologically valuable vegetation.</li> <li>▪ Policy 6: Serpentine grasslands, particularly those supporting sensitive serpentine bunchgrass communities of plant and animal species of concern, should be preserved and protected to the greatest extent feasible. When disturbance cannot be avoided, appropriate measures should be required to restore, or compensate for loss of serpentine bunchgrass communities or habitat of species of concern.</li> <li>▪ Riparian Corridors Goal: Preserve, protect, and restore riparian corridors within the City of San Jose's Sphere of Influence.</li> <li>▪ Policy 1: New public and private development adjacent to riparian corridors should be consistent with the provisions of the Riparian Corridor Policy Study.</li> <li>▪ Policy 2: New development within the Urban Service Area should be set back from the outside edge of riparian habitat (or top of bank, whichever is greater) a distance sufficient to buffer the impacts of adjacent human activities and provide avenues for wildlife dispersal.</li> <li>▪ Policy 3: New development should be designed to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise and toxic substances into the riparian zone.</li> <li>▪ Policy 4: When disturbances to riparian corridors cannot be avoided, appropriate measures should be required to restore, or compensate for damage to the creeks or riparian corridors.</li> <li>▪ Special-Status Plants and Animals Goal: Preserve habitat suitable for special-status species, including threatened and endangered species.</li> <li>▪ Policy 1: Habitat areas that support special-status species should be retained to the greatest extent feasible.</li> <li>▪ Policy 2: Recreational uses in wildlife refuges, nature preserves, and wilderness areas in parks should be limited to those activities which have minimal impact on sensitive habitats.</li> <li>▪ Policy 5: New development on undeveloped properties throughout the City contributes to the regional loss of Burrowing Owl habitat. To offset this loss of habitat, the City should require either habitat preservation on- or off-site or other appropriate measures for habitat enhancement, and maintenance of local habitat bank.</li> </ul>

Plans and Policies	Summary
<p>City of San Jose Planning, Building &amp; Code Enforcement – Tree Removal</p>	<p>A permit is needed if the tree is:</p> <ul style="list-style-type: none"> <li>▪ a street tree;</li> <li>▪ a heritage tree;</li> <li>▪ an ordinance-size tree, live or dead; or</li> <li>▪ any tree located on multifamily, commercial, industrial, or mixed use property or in a common area.</li> </ul> <p><b>Street Trees</b> Street trees are those located in the public right-of-way between the curb and sidewalk; in some locations, the public right-of-way may be up to 12 feet from the curb. The City's Department of Transportation (DOT) provides no-cost permits for pruning street trees and oversees their removal. It is illegal to prune or remove a street tree without a permit; fines up to \$15,000 per tree may apply.</p> <p><b>Heritage Trees</b> The City's Heritage Tree List identifies over 100 trees with special significance to the community because of their size, history, unusual species, or unique quality. This list is updated from time to time to add or delete certain trees. Pursuant to Chapter 13.28 of the San Jose Municipal Code, it is illegal to prune or remove a heritage tree without first consulting the City Arborist and obtaining a permit; fines up to \$30,000 per tree may apply.</p> <p><b>Ordinance-Size Trees</b> An ordinance-size tree on private property is either: Single Trunk - 56 inches or more in circumference at 2 feet above ground; or Multi-trunk - The combined measurements of each trunk circumference (at 2 feet above ground) add up to 56 inches or more. For multifamily residences, commercial properties, and industrial properties, a permit is required for the removal of trees of any size. For trees on these properties, a Tree Removal Permit is required if the tree is ordinance sized, or a Permit Adjustment is required if the tree is smaller than ordinance sized.</p>

Sources: City of Belmont 2017a; City of Brisbane 1994; City of Burlingame 2019; City of Menlo Park 2013; City of Millbrae 1998; City of Mountain View 2012; City of Palo Alto 2017a; City of Redwood City 2010; City of San Bruno 2009; City of San Carlos 2009; City and County of San Francisco 2004a, 2014a; City of San Jose 2018; City of San Mateo 2010b, 2011b; City of Santa Clara 2010; City of South San Francisco 1999, 2014b; City of Sunnyvale 2011; County of San Mateo 2013a; County of Santa Clara 1994; Town of Atherton 2020

BMP = best management practices  
DBH = diameter at breast height  
NPDES = National Pollutant Discharge Elimination System  
RWQCB = Regional Water Quality Control Board  
SCVWD = Santa Clara Valley Water District  
sq. ft. = square feet

## Hydrology and Water Resources

**Table 7 Regional and Local Plans and Policies Relevant to Hydrology and Water Resources**

Plans and Policies	Summary
<b>City and County of San Francisco</b>	
<p><i>San Francisco General Plan (2004, 2012)</i></p>	<p>The City of San Francisco General Plan was adopted in 1996, with updates to the Environmental Protection Element in 2004 and to the Community Safety Element in 2012. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Environmental Protection Policy 1.2: Improve the quality of natural resources.</li> <li>▪ Environmental Protection Policy 3.1: Cooperate with and otherwise support regulatory programs of existing regional, State, and Federal agencies dealing with the Bay, Ocean, and Shorelines.</li> <li>▪ Community Safety 1.10: Examine the risk of flooding due to climate change-related effects, such as storm surges, changes in precipitation patterns, and sea level rise as well as adaptation actions that will reduce population, built environment, and ecosystem vulnerability due to these threats.</li> <li>▪ Community Safety 1.11: Continue to promote green stormwater management techniques.</li> </ul>
<p>San Francisco Municipal Code</p>	<p>The San Francisco Municipal Code includes the following articles relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ San Francisco Public Works Code Article 4 Sewer System Management: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ San Francisco Administrative Code Chapter 2A Article XX Floodplain Management Programs: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ San Francisco Building Code Chapter 1A San Francisco Administration, Section 106A Permits: regulates grading through a permitting framework</li> </ul>
<p><i>San Francisco Stormwater Management Requirements and Design Guidelines (SFPUC 2016)</i></p>	<p>Provides stormwater design guidelines for the following areas/jurisdictions: San Francisco combined sewer areas, San Francisco Phase II MS4 areas, Port of San Francisco MS4 areas, as described below.</p> <ul style="list-style-type: none"> <li>▪ Projects that create and/or replace more than 5,000 sq. ft of impervious surface in the combined sewer areas: <ul style="list-style-type: none"> <li>- Projects with existing imperviousness of less than or equal to 50% must maintain pre-development stormwater runoff rates and volumes for the 1- and 2-year, 24-hour design storms</li> <li>- Projects with existing imperviousness of greater than 50% must reduce the stormwater runoff rate and volume by 25% relative to pre-development conditions for the 2-year, 24-hour design storm</li> </ul> </li> <li>▪ In San Francisco Phase II MS4 areas, projects that create and/or replace more than 5,000 sq. ft of impervious surface: <ul style="list-style-type: none"> <li>- Implement source controls and BMPs to manage the 90th percentile, 24-hour storm</li> <li>- Document BMPs in a Stormwater Control Plan</li> <li>- Develop Maintenance Plan for all BMPs</li> </ul> </li> <li>▪ In Port of San Francisco Phase II MS4 areas, projects that create and/or replace more than 5,000 sq. ft of impervious surface: <ul style="list-style-type: none"> <li>- Implement source controls and BMPs to manage the 85th percentile, 24-hour storm</li> </ul> </li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>- Document BMPs in a Stormwater Control Plan</li> <li>- Develop Operations and Maintenance Verification Documents for all BMPs</li> </ul>
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan Policies (2013)</i></p>	<p>The <i>San Mateo County General Plan</i> was approved in November 1986, and the policies were updated in 2013. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 1.22: Consider Vegetative, Water, Fish and Wildlife Resources which are economically valuable as a priority resource to be enhanced, utilized, managed and maintained for the needs of present and future generations.</li> <li>▪ 1.23a: Regulate land uses and development activities to prevent, and if infeasible mitigate to the extent possible, significant adverse impacts on vegetative, water, fish and wildlife resources.</li> <li>▪ 1.24: Regulate the location, density and design of development to minimize significant adverse impacts and encourage enhancement of vegetative, water, fish and wildlife resources.</li> <li>▪ 1.25: Ensure that development will: (1) minimize the removal of vegetative resources and/or; (2) protect vegetation which enhances microclimate, stabilizes slopes or reduces surface water runoff, erosion or sedimentation; and/or (3) protect historic and scenic trees.</li> <li>▪ 1.26: Ensure that development will: (1) minimize the alteration of natural water bodies, (2) maintain adequate stream flows and water quality for vegetative, fish and wildlife habitats; (3) maintain and improve, if possible, the quality of groundwater basins and recharge areas; and (4) prevent to the greatest extent possible the depletion of groundwater resources.</li> <li>▪ 1.34: Regulate resource productive uses which are subject to local control in order to prevent and if infeasible mitigate to the extent possible significant adverse impacts on vegetative, water, fish and wildlife resources and to maintain and enhance the (1) productivity of forests and other vegetative resources; (2) productive capacity and quality of groundwater basins and recharge areas, streams, reservoirs, and other water bodies; (3) productivity of fisheries and other fish and wildlife resources; and (4) the recreational value and aesthetic value of these areas.</li> <li>▪ 1.35: Regulate development in order to protect and promote the managed use of vegetative, water, fish and wildlife resources.</li> <li>▪ 1.37: Ensure that land uses and development on or near water resources will not impair the quality or productive capacity of these resources.</li> <li>▪ 1.41: Encourage all Federal, State, regional, County, and city agencies with jurisdiction in San Mateo County to cooperate and coordinate the management and protection of vegetative, water, fish and wildlife resources.</li> <li>▪ 1.44: Develop mitigation measures which could be the basis for measures recommended to protect sensitive habitats, vegetative, water, fish and wildlife resources and their productive uses from development activities in the County.</li> <li>▪ 1.45: Encourage programs which repair and/or enhance damaged vegetative, water, fish and wildlife resources and sensitive habitats, with the goal of returning them to their natural condition.</li> <li>▪ 1.48: Develop guidelines for vegetation and debris control in riparian corridors. Such guidelines should set forth clear direction on procedures to: (1) facilitate the abatement of avoidable flood hazards and (2) minimize adverse impacts on riparian communities.</li> <li>▪ 2.17: Regulate development to minimize soil erosion and sedimentation; including, but not limited to, measures which consider the effects of slope, minimize removal of</li> </ul>

Plans and Policies	Summary
	<p>vegetative cover, ensure stabilization of disturbed areas and protect and enhance natural plant communities and nesting and feeding areas of fish and wildlife.</p> <ul style="list-style-type: none"> <li>▪ 2.23: Regulate excavation, grading, filling, and land clearing activities to protect against accelerated soil erosion and sedimentation.</li> <li>▪ 2.25: Regulate topsoil removal operations to protect against accelerated soil erosion and sedimentation through measures which ensure slope stabilization and surface drainage control.</li> <li>▪ 2.27: Regulate development and agriculture to protect against soil contamination through measures which ensure proper use, storage, and disposal of toxic chemicals and pesticides.</li> <li>▪ 2.29: Promote and support efforts aimed at stabilization of ongoing soil erosion and repair of erosion caused land scars.</li> <li>▪ 2.3: Assure timely implementation of emergency creekside erosion control activities.</li> <li>▪ 10.18: Aquifer Studies and Management: <ul style="list-style-type: none"> <li>- a. Support and cooperate in studies leading to a more thorough understanding of the groundwater aquifers, their location, quality, safe yield and migration patterns. Formulate and carry out a management program that would ensure the long-term viability of aquifers for beneficial use.</li> <li>- b. Regulate, to the extent not in conflict with State law, the extraction of groundwater from aquifers in order to protect the safe yield and prevent over drafting and saltwater intrusion.</li> <li>- c. Discourage activities and operations that would pollute groundwater supplies. Encourage the cleanup and restoration of polluted aquifers.</li> </ul> </li> <li>▪ 11.4: Plan for the availability of adequate sewerage collection and treatment capacity for unincorporated urban areas.</li> <li>▪ 11.5: Wastewater Management in Urban Areas <ul style="list-style-type: none"> <li>- a. Consider sewerage systems as the appropriate method of wastewater management in urban areas.</li> <li>- b. Encourage the extension of sewerage systems to serve unincorporated urban areas presently using individual sewage disposal systems where warranted by public health concerns, environmental pollution or the planned density of development.</li> <li>- c. Continue the use of existing individual sewage disposal systems in urban areas where lot sizes, site conditions, and planned densities are appropriate for these systems and where individual sewage disposal systems have functioned satisfactorily in the past.</li> </ul> </li> <li>▪ 11.8: Encourage sewerage treatment and collection system operators to conduct studies on potential infiltration and inflow of storm waters into sewerage systems and to implement programs to correct such problems.</li> <li>▪ 15.43: Determination of the Existence of a Flooding Hazard <ul style="list-style-type: none"> <li>- a. When reviewing development proposals, use the Natural Hazards map to determine the general locations of flooding hazard areas.</li> <li>- b. When the Natural Hazards map does not clearly illustrate the presence or extent of flooding hazards, use more detailed maps and information, including but not limited to, the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency for San Mateo County and the dam failure inundation maps prepared for the San Mateo County Office of Emergency Services.</li> </ul> </li> <li>▪ 15.45: Support measures for the abatement of flooding hazards, including but not limited to: (1) removal or relocation of development from flood hazard areas; (2) construction of impoundments or channel diversions provided that adequate mitigation</li> </ul>

Plans and Policies	Summary
	<p>of environmental impacts can be demonstrated; and (3) debris clearance and silt removal</p> <ul style="list-style-type: none"> <li>▪ 15.46: Appropriate Land Uses and Densities in Flooding Hazard Areas               <ul style="list-style-type: none"> <li>- Consider rural land uses that do not expose significant numbers of people to flooding hazards, such as agriculture, timber production, public and private recreation, and general open space, to be the most appropriate for flooding hazard areas.</li> <li>- Consider higher density land uses to be appropriate within flood hazard areas in developed urban areas and rural service centers when adequate mitigation of the flood hazard can be demonstrated.</li> <li>- Discourage the location of new critical facilities in flood hazard areas.</li> </ul> </li> <li>▪ 15.47: Review Criteria for Locating Development in Areas of Special Flood Hazard               <ul style="list-style-type: none"> <li>- Where possible, retain natural floodplains and guide development to areas outside of areas of special flood hazard.</li> <li>- When development is proposed in areas of special flood hazards, require any structure to be safely elevated above the base flood elevation and not contribute to the flooding hazard to surrounding structures.</li> <li>- Promote subdivision design to avoid areas of special flood hazard when possible, and identify these areas on the approved subdivision map.</li> </ul> </li> <li>▪ 15.51: Coordination               <ul style="list-style-type: none"> <li>- Work with federal, state, and local agencies to achieve cooperative solutions to flooding hazards that are multijurisdictional in nature.</li> <li>- Consult with community groups affected by flooding hazards during preparation of studies for projects to mitigate the flooding hazards.</li> </ul> </li> <li>▪ 16.52: Regulate the location of uses involving the manufacture, storage, transportation, use, treatment, and disposal of hazardous materials to ensure community compatibility. Provide adequate siting, design, and operating standards.</li> </ul>
<p>San Mateo County Ordinance Code</p>	<p>The San Mateo County Ordinance Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 4.28 Discharge of Waste into Sewer System: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 4.100 Storm Water Management and Discharge Control: this ordinance requires compliance with the MRP</li> <li>▪ Ordinance No. 04767 Chapter 5 Regulations for Excavating, Grading, Filling and Clearing on Lands in Unincorporated San Mateo County: requires grading to be performed to minimize runoff, erosion, and sedimentation effects, as well as regulates grading through a permitting framework</li> </ul>
<p><i>San Mateo Countywide Sustainable Streets Master Plan (2021)</i></p>	<p>The San Mateo Countywide Sustainable Streets Master Plan is a countywide plan designed to assist municipalities with locating, designing, and implementing sustainable street projects. The plan identifies opportunities for integrating green infrastructure into planned bicycle, pedestrian, and streetscape projects, particularly where there is cost-sharing potential between proposed transportation and stormwater management elements.</p>

Plans and Policies	Summary
<p><i>Stormwater Resource Plan for San Mateo County (2017)</i></p>	<p>The Stormwater Resource Plan for San Mateo County is a countywide watershed-based plan developed to addresses major challenges to and opportunities for managing stormwater and dry weather runoff within San Mateo County. It identifies and prioritizes stormwater and dry weather capture projects, as well as local municipal green infrastructure plans for local jurisdictions, to support coordination with local jurisdictions on alternative compliance stormwater treatment projects.</p>
<p><i>South Westside Groundwater Management Plan (2012)</i></p>	<p>The following actions from the South Westside Groundwater Management Plan are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ J1. Preserve and protect, to the extent possible, aquifer recharge areas.</li> <li>▪ J3. Design recharge facilities to minimize pollutant discharge into storm drainage systems, natural drainage, and aquifers.</li> <li>▪ J4. Decrease storm water runoff, where feasible, by reducing paving in development areas, and by using design practices such as permeable parking bays and porous parking lots with beamed storage areas for rainwater detention. Exercise caution to avoid contamination from oil, gas, and other surface chemicals.</li> <li>▪ J5. Manage streams with natural approaches, to the maximum extent possible, where groundwater recharge is likely to occur.</li> <li>▪ J6. Identify prime recharge areas and consider offering incentives to landowners in exchange for limiting their ability to develop their property due to its retention as a natural groundwater recharge area. These incentives will encourage the preservation of natural water courses without creating undue hardship on the property owners, and might include density transfer functions.</li> </ul>
<p><b>City of Brisbane</b></p>	
<p><i>Brisbane General Plan (1994, 2019)</i></p>	<p>The <i>1994 General Plan, City of Brisbane</i> was adopted in June 1994, and the Community Health and Safety chapter was amended in 2019. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 129: Require erosion controls to mitigate soil disturbance.</li> <li>▪ 130: Conserve water resources in the natural environment.</li> <li>▪ 130.2: Consider wetland restoration as part of flood control projects.</li> <li>▪ 131: Emphasize the conservation of water quality and of riparian and other water-related vegetation, especially that which provides habitat for native species, in planning and maintenance efforts.</li> <li>▪ 132: Recognize the importance of the Brisbane Lagoon and the Levinson Marsh as wildlife habitats, valuable community resources and drainage basins, and cooperate with responsible agencies in their conservation.</li> <li>▪ 133: Reduce the amount of sediment entering waterways.</li> <li>▪ 134: Reduce the amount of pollutants entering waterways.</li> <li>▪ 153: Require the construction of new improvements and the upgrade of existing stormwater infrastructure to mitigate flood hazard.</li> <li>▪ 155: Pay special attention to the condition and maintenance of storm drain facilities to avoid flooding.</li> <li>▪ 166: Protect the community's health, safety, welfare, natural resources and property through regulation of the handling and storage of hazardous materials, with specific focus on prevention of accidents.</li> <li>▪ BL.1 J: Development shall be designed to protect uses from the 100-year flood, including 100 years of projected sea level rise as determined based on regulatory standards or guidelines in effect at the time of project construction, with the reference to guidelines and sea level rise projections approved by the Director of Public</li> </ul>



Plans and Policies	Summary
	Works/City Engineer based on context-specific considerations of risk tolerance and adaptive capacity.
<i>Brisbane Municipal Code</i>	<p>The Brisbane Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 13.04 Regulation of Discharges: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 13.06 Storm Water Management and Discharge Control Ordinance: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 15.01 Grading Ordinance: requires grading to be performed to minimize runoff, erosion, and sedimentation effects, as well as regulates grading through a permitting framework</li> <li>▪ Chapter 15.56 Floodplain Management: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 15.70 Water Conservation in Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>
<b>City of South San Francisco</b>	
<i>South San Francisco General Plan (1999, 2014)</i>	<p>The <i>South San Francisco General Plan</i> was adopted in October 1999, and the Open Space and Conservation Element was updated in 2014. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 7.2-G-1: Comply with the San Francisco Bay RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.</li> <li>▪ 7.2-G-2: Enhance the quality of surface water resources and prevent their contamination.</li> <li>▪ 7.2-G-3: Discourage use of insecticides, herbicides, or toxic chemical substances within the city.</li> <li>▪ 7.2-I-1: Continue working with the San Francisco Bay RWQCB in the implementation of the NPDES, and continue participation in the San Mateo Countywide Stormwater Pollution Prevention Program for the protection of surface water and groundwater quality.</li> <li>▪ 8.2-I-1: Continue working with the Regional Water Quality Control Board in the implementation of the San Mateo Countywide Stormwater Pollution Prevention Program.</li> <li>▪ 8.2-I-2: Use the City's development review process to ensure that proposed development subject to the 100-year flood provides adequate protection from flood hazards, in areas identified in Figure 8-3.</li> </ul>
<i>South San Francisco Municipal Code</i>	<p>The South San Francisco Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 14.04 Stormwater Management and Discharge Control: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 15.56 Flood Damage Prevention: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 19.24 Improvements: regulates grading through a permitting framework</li> </ul>

Plans and Policies	Summary
<b>City of San Bruno</b>	
<p><i>San Bruno General Plan (2009)</i></p>	<p>The <i>San Bruno General Plan</i> was adopted in March 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ ERC-A: Preserve open space essential for the conservation of San Bruno's natural resources -- including vegetation, wildlife, soils, water, and air.</li> <li>▪ ERC-D: Reduce pollution levels within the surface water that San Bruno discharges into the San Mateo County Flood Control District, then into San Francisco Bay.</li> <li>▪ ERC-4: Encourage the use of Best Management Practices in conserving the city's valuable water supply sources.</li> <li>▪ ERC-6: Preserve wetland habitat in the San Francisco Bay Margins along the eastern edge of city land as permanent open space. Where jurisdiction allows, establish buffer zones at the edge of wetland habitats and identify buffer zones as areas to restrict development. Environmental concerns should be addressed during stormwater maintenance activities.</li> <li>▪ ERC-13: Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.</li> <li>▪ ERC-19: Regulate new development--specifically industrial uses--as well as construction and demolition practices to minimize pollutant and sediment concentrations in receiving waters and ensure waterbodies within San Bruno and surface water discharged into San Francisco Bay meets or exceeds relevant regulatory water quality standards.</li> <li>▪ ERC-20: Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.</li> <li>▪ ERC-21: Continue programs to inform residents of the environmental effects of dumping household waste, such as motor oil, into storm drains that eventually discharge into San Francisco Bay.</li> <li>▪ ERC-22: Regularly measure and monitor water quality in San Bruno's surface water to ensure maintenance of high quality water for consumption by humans and other species throughout the region.</li> <li>▪ ERC-23: Regulate new development to minimize stormwater runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the recommendations provided in the Bay Area Stormwater Management Agency's Start at the Source Design Guidance Manual for Stormwater Quality Protection.</li> <li>▪ ERC-24: Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes.</li> <li>▪ HS-B: Reduce the potential for damage from geologic hazards through appropriate site design and erosion control.</li> <li>▪ HS-D: Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requirements building design and engineering that meets or exceeds known flood risk requirements.</li> <li>▪ HS-1: Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards.</li> <li>▪ HS-4: Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ HS-5: Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 sq. ft. in size.</li> <li>▪ HS-13: With cooperation from the San Mateo County Flood Control District, continue maintenance, early warning, and clean-up activities for storm drains throughout San Bruno. Upgrade or replace storm drains where needed to reduce potential flooding, particularly in the neighborhoods east of El Camino Real.</li> <li>▪ HS-14: Coordinate with the Federal Emergency Management Agency (FEMA) to ensure appropriate designation and mapping of floodplains.</li> <li>▪ HS-15: Actively engage the San Mateo County Flood Control District to address long-term solutions to potential flood hazards; solutions advocated will include but are not limited to: greater pumping capacity, deeper flow channels, or detention ponds.</li> <li>▪ HS-16: Design and engineer new or redevelopment projects in potential flood hazard areas (e.g., Belle Air Park) to withstand known flood risk.</li> <li>▪ HS-17: Require upgrade of the City's storm drain infrastructure proportionate with new development's fair share of demand. Require that stormwater management capacity and infrastructure are in place prior to occupancy of new development.</li> <li>▪ HS-18: Require developers to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.</li> <li>▪ HS-19: Maintain ongoing communication and coordination with surrounding cities, San Mateo County, and agencies -- primarily the San Mateo County Flood Control District, but also San Francisco International Airport and California Department of Fish and Game -- to ensure proper maintenance of storm drain channels and pipes that carry surface water runoff away from San Bruno to the San Francisco Bay.</li> <li>▪ HS-20: Retain existing open space areas that serve as detention ponds in order to retain stormwater, recharge aquifers, and prevent flooding.</li> <li>▪ HS-21: Revise San Bruno landscaping and development standards to prevent unnecessary pooling of water, as such pooling may increase residents' susceptibility to mosquito infestation and viruses.</li> <li>▪ HS-22: Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction.</li> </ul>
<p><i>San Bruno Municipal Code</i></p>	<p>The San Bruno Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 10.12 Water Quality Control: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 10.18 Storm Water Management and Discharge Control: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 12.16 Grading Regulation: requires grading to be performed to minimize runoff, erosion, and sedimentation effects, as well as regulates grading through a permitting framework</li> </ul>
<p><b>City of Millbrae</b></p>	
<p><i>Millbrae General Plan (1998)</i></p>	<p>The <i>City of Millbrae's General Plan</i> was adopted in November 1998. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ PC6.3: Encourage development patterns which minimize impacts on the City's environmental resources and integrate development with open space areas. Cluster development and other creative site planning techniques should be encouraged to preserve open space, habitat, and other environmental or recreational resources.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ PC6.8: Implement habitat protection programs and evaluate proposed projects for potential water quality impacts which may require sediment basins as part of grading activities, grease/oil traps where concentrations of such pollutants are anticipated, or other measures.</li> <li>▪ PC6.9: Maintain, at a minimum, the water quality levels established by the Environmental Protection Agency and achieve the highest possible level of water quality reasonable for an urban environment.</li> <li>▪ PC6.10: Ensure that treated wastewater meets the standards established by the State Regional Water Quality Board.</li> <li>▪ PC6.11: Conserve water resources in existing and new development, and work with the San Francisco Bay Area Water Users Association and the water agencies of the San Mateo County to develop a regional approach to water conservation.</li> <li>▪ PC6.14: Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration. In hillside areas, require preparation of a drainage and erosion control plan when projects include land alteration or vegetation removal.</li> <li>▪ S1.16: Provide appropriate erosion and sediment control measures in conjunction with proposed development in areas susceptible to erosion and regularly maintain all creek beds and conduits to minimize problems stemming from their erosion.</li> <li>▪ S1.17: Program improvements to drainage channels, hydraulic pumps and conduits to mitigate chronic flooding problems.</li> <li>▪ S1.18: Assure existing and new structures are designed to protect people and property from the threat of potential flooding. New development shall be designed to provide protection from potential impacts of flooding during the "1% change" or "100-year" flood.</li> <li>▪ S1.19: Coordinate with local, regional, state, and federal agencies regarding potential rise in sea level.</li> </ul>
<p><i>Millbrae Municipal Code</i></p>	<p>The Millbrae Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 8.50 Flood Damage Prevention: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 8.70 Storm Water Management and Discharge Control Water: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 9.45 Grading: requires grading to be performed to minimize runoff, erosion, and sedimentation effects, as well as regulates grading through a permitting framework</li> </ul>
<p><b>City of Burlingame</b></p>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The <i>Envision Burlingame General Plan</i> was adopted in 2019. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal HP-6: Protect local and regional water resources through conservation, preservation, and sustainable management practices.</li> <li>▪ Policy HP-6.1: Waterway Protection. Protect and maintain the water quality of the four creek system and watersheds (Burlingame Creek, Easton Creek, Mills Creek, and Sanchez Creek) that course through the city and drain into San Francisco Bay. Participate in regional efforts, such as the Bay Area Integrated Regional Water Management Plan, to protect Burlingame's waterways and maintain water quality.</li> <li>▪ Policy HP-6.5: Local Stormwater Management. Work with public and private property owners to reduce stormwater runoff in urban areas, manage stormwater as a</li> </ul>

Plans and Policies	Summary
	<p>resource, and protect water quality in creeks and the Bay. Require implementation of best management practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.</p> <ul style="list-style-type: none"> <li>▪ Policy HP-6.6: Regional Stormwater Management. Continue to follow requirements for the Municipal Regional Stormwater and National Pollutant Discharge Elimination System (NPDES) Permit to monitor stormwater activities, reduce pollution from stormwater runoff, and provide annual reports on compliance activities.</li> <li>▪ Policy HP-6.10: New Development and Construction. Regulate new development and construction to minimize pollutant and sediment concentrations in receiving waters, and ensure surface water discharged into the San Francisco Bay meets or exceeds relevant regulatory water quality standards. Require new development to incorporate Low Impact Design features that treat and reduce surface runoff volumes.</li> <li>▪ Goal CS-5: Protect vulnerable areas and infrastructure from flooding related to rising sea levels in the San Francisco Bay.</li> <li>▪ Policy: CS-5.2: Vulnerability Assessment and Planning. Continue to coordinate with San Mateo County on the countywide Sea Level Rise vulnerability assessments and planning that will identify regional sea level rise risk factors and areas, as well as emerging options for response.</li> <li>▪ Policy CS-5.3: New development in vulnerable areas. Continue to require appropriate setback and building elevation requirements for properties located along the Bayshore, lagoons and in other low-lying areas that are susceptible to the effects of sea level rise. Consider other strategies to support resiliency through design.</li> </ul>
<p><i>Burlingame Municipal Code</i></p>	<p>The Burlingame Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 15.14 Storm Water Management and Discharge Control: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 18.17 Water Conservation in Landscape: provides design standards for landscape areas that minimize runoff and water consumption</li> <li>▪ Chapter 18.20 Grading, Excavation, Fills: requires grading to be performed to minimize runoff, erosion, and sedimentation effects, as well as regulates grading through a permitting framework</li> <li>▪ Chapter 18.22 Flood Damage Prevention: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 18.4 Creek Enclosure Permits: requires a permit for enclosing a creek in a pipe or culvert</li> </ul>
<b>City of San Mateo</b>	
<p><i>A Vision of San Mateo in 2030, Safety and Hazardous Waste Management Element and Conservation, Open Space, Parks &amp; Recreation Element (2010, 2011)</i></p>	<p>The Safety and Hazardous Waste Management Element of <i>A Vision of San Mateo in 2030</i> was adopted in October 2010, and the Conservation, Open Space, Parks and Recreation Element was amended in 2011. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ C/OS 2.1: Preserve and enhance the aesthetic and habitat values of San Mateo, Laurel and Beresford creeks and other City-owned channels in all activities affecting these creeks.</li> <li>▪ C/OS 2.2: Preserve and enhance the aesthetic and habitat values of privately owned sections of all other creeks and channels, shown in General Plan Figure C/OS-2, whenever cost effective or whenever these values outweigh economic considerations.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ C/OS 2.3: Ensure that improvement to creeks and other waterways do not cause adverse hydrologic impacts on upstream or downstream portions of the subject creek; comply with Safety Element Policy S-2.1 regarding flood control.</li> <li>▪ C/OS 2.4: Require that new creekside development include the following:               <ul style="list-style-type: none"> <li>- Adequate setback from the creek bank for flood control as directed by the Safety Element Policy S-2.2.</li> <li>- Protection or enhancement of riparian vegetation and water (including stormwater) quality.</li> <li>- Dedication of maintenance/bank stabilization easement in exchange for City assumption of maintenance responsibility.</li> <li>- Dedication of a public access easement where possible and desirable.</li> </ul> </li> <li>▪ C/OS 2.5: Require that new development on creekside lots be of a bulk and density appropriate to the buildable portion of the subject lot in conformance with the City's creek and slope standards.</li> <li>▪ C/OS 2.6: Continue to strive for the highest possible level of water quality reasonable for an urban environment in City creeks, channels, Marina Lagoon, and the Bay through the provision of administrative, maintenance, and treatment measures. At a minimum, water quality levels must meet Environmental Protection Agency standards, allow for limited water recreation and sustain aquatic/wildlife habitat appropriate to the water flow. The more stringent requirements applicable to contact water recreation would apply to Marina Lagoon and beach areas.</li> <li>▪ C/OS 3.2: Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.</li> <li>▪ S 1.3: Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15% or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.</li> <li>▪ S 2.1: Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.</li> <li>▪ S 2.3: Protect new development within a flood plain by locating new habitable floor areas to be above the 100-year flood-water level or by incorporating other flood-proofing measures consistent with Federal Emergency Management Agency (FEMA) regulations and the City of San Mateo's Flood Plain Management regulations.</li> </ul>
<p><i>San Mateo Municipal Code</i></p>	<p>The San Mateo Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 7.39 Stormwater Management and Discharge Control: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 23.33 Floodplain Management: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 23.72 Water Conservation in Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> <li>▪ Chapter 23.40 Site Development Code: regulates grading through a permitting framework</li> </ul>

Plans and Policies	Summary
<b>City of Belmont</b>	
<p><i>Belmont General Plan (2017)</i></p>	<p>The <i>Belmont General Plan</i> was adopted in August 1982, and updated in November 2017. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 4.5-2: Protect Belmont Creek from future encroachment through regulation, development review, conservation easements, or other appropriate actions.</li> <li>▪ Policy 5.3-5: Require use of best practices that preserve natural resources, such as soil, trees, native plants, and permeable surfaces, for design and construction projects.</li> <li>▪ Policy 5.4-1: Restore Belmont Creek to enhance ecological functions, biological resources, hydrology function, and flood control.</li> <li>▪ Policy 5.4-2: Preserve, where possible, natural watercourses or provide naturalized drainage channels within the city.</li> <li>▪ Policy 5.5-2: Encourage residents and businesses to use best management practices (BMPs) to reduce water pollutant loads that result from daily activities, such as using landscaping chemicals and fertilizers and repairing and washing cars outdoors.</li> <li>▪ Policy 5.5-3: Require development projects to incorporate structural and non-structural BMPs to mitigate or reduce the projected increases in pollutant loads, in accordance with the NPDES permit guidelines.</li> <li>▪ Policy 5.5-4: Ensure that the design and construction of new infrastructure elements does not contribute to stream bank or hillside erosion or creek or wetland siltation, and incorporates site design and source control BMPs, construction phase BMPs, and treatment control BMPs to minimize impacts to water quality.</li> <li>▪ Policy 5.5-5: Implement water pollution prevention methods to the maximum extent practicable, supplemented by pollutant source controls and treatment.</li> <li>▪ Policy 5.9-2: Encourage development projects to incorporate site design measures that facilitate groundwater recharge and natural hydrological processes.</li> <li>▪ Policy 6.2-2: Cooperate and coordinate with federal, State, and local jurisdictions and agencies involved in the mitigation of flood hazards from dam inundation, sea level rise, and major flood events.</li> <li>▪ Policy 6.2-3: Require all proposed drainage facilities to comply with the city's storm drainage facility requirements to ensure they are properly sized to handle 100-year flood conditions.</li> <li>▪ Policy 6.2-6: Require installation of protective structures or other design measures to protect proposed building and development sites from the effects of flooding in 100-year Flood Zones.</li> <li>▪ Policy 6.2-8: Comply with Federal Emergency Management Agency (FEMA) requirements to identify flood hazard areas and control development within these areas in order for residents to qualify for federal flood insurance.</li> <li>▪ Policy 6.2-10: Continue to comply with the Municipal Regional Stormwater Permit requirements for municipal authorities to address water quality and flow-related impacts of stormwater runoff; continue to enforce NPDES permits in Belmont; and continue to participate in the San Mateo Countywide Water Pollution Prevention Program.</li> <li>▪ Policy 6.2-11: Comply with Section 402(p) of the federal Clean Water Act, as amended by the Water Quality Act of 1987, which requires NPDES permits for stormwater discharges from municipal storm sewer systems, stormwater discharges associated with industrial activity (including construction activities), and designated stormwater discharges.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 6.2-12: Site critical public facilities, including hospital and healthcare facilities; emergency shelters; police and fire stations; and emergency communications facilities outside of the 100-year Flood Zones.</li> <li>▪ Policy 6.2-13: Continue to collaborate with regional stakeholders and agencies to identify and implement a long-term approach to address ongoing flooding issues, maintenance, and creek improvements for Belmont Creek, particularly in the lower portions of the creek.</li> <li>▪ Policy 6.3-1: Facilitate clean-up programs at contaminated sites, particularly on properties with the potential to develop or be reused for public purposes</li> <li>▪ Policy 6.3-2: Require applicants for development projects in a potentially contaminated location to perform inspection and cleanup if the site is found to be contaminated with hazardous substances.</li> </ul>
<p><i>Belmont Municipal Code</i></p>	<p>The Belmont Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 7 Article IX Floodplain Management Regulations: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 9 Grading: requires grading to be performed to minimize runoff, erosion, and sedimentation effects, as well as regulates grading through a permitting framework</li> <li>▪ Chapter 21 Article VI Storm Sewer System: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> </ul>
<p><b>City of San Carlos</b></p>	
<p><i>San Carlos 2030 General Plan (2009)</i></p>	<p>The <i>San Carlos 2030 General Plan</i> was adopted in October 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ EM-2.2: Continue to enforce the City's Riparian Ordinance (San Carlos Zoning Ordinance Chapter 18.14) for all four of the City's creeks (Pulgas, Brittan, Cordilleras and Belmont) and their tributaries.</li> <li>▪ EM-2.3: Carefully evaluate the cumulative and compounding impacts of incremental creek encroachments.</li> <li>▪ EM-2.4: Restore culverted or buried channels to their natural state wherever feasible.</li> <li>▪ EM-2.5: Retain Pulgas, Brittan, Cordilleras and Belmont Creek channels and their 100-year floodplains wherever possible as natural open space areas. These areas are to function as storm drainage facilities and as open space greenbelts to support natural habitat.</li> <li>▪ EM-5.1: Reduce the discharge of toxic materials into the city's sanitary sewer and stormwater collection system by promoting the use of Best Management Practices.</li> <li>▪ EM-5.7: Encourage site designs that manage the quantity and quality of storm water run-off.</li> <li>▪ EM-5.10: Require the evaluation of potential groundwater depletion that could occur from new development through dewatering.</li> <li>▪ CSS-2.1: Improve and maintain City storm drainage infrastructure in a manner that reduces flood hazards.</li> <li>▪ CSS-2.2: Maintain a healthy riparian corridor in City-maintained flood control channels to reduce the risk of flooding due to erosion, siltation, blockage and heavy undergrowth.</li> <li>▪ CSS-2.3: Maintain a strong and enforceable Stream Development and Maintenance Ordinance (San Carlos Zoning Ordinance Chapter 18.14) for all city creeks and their tributaries.</li> </ul>



Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ CSS-2.4: Minimize impervious surfaces to reduce stormwater runoff and increase flood protection.</li> <li>▪ CSS-2.5: Evaluate flood hazards on a watershed level, considering all sources of water and the eventual end point of each source.</li> <li>▪ CSS-2.8: Coordinate with neighboring jurisdictions on approaches to flooding and creek maintenance.</li> <li>▪ CSS-2.12: Incorporate stormwater drainage systems in development projects to effectively control the rate and amount of runoff, so as to prevent increases in downstream flooding potential.</li> </ul>
<p><i>San Carlos Municipal Code</i></p>	<p>The San Carlos Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 12.08 Grading and Excavation: requires grading to be performed to minimize runoff, erosion, and sedimentation effects, as well as regulates grading through a permitting framework</li> <li>▪ Chapter 13.14 Stormwater Management and Discharge Control: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 15.56 Flood Damage Prevention: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 18.14 Stream Development and Maintenance Overlay District: establishes regulations for development adjacent to creeks to minimize hydrology, water quality, and floodplain effects from development</li> <li>▪ Chapter 18.18 Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>
<p><b>City of Redwood City</b></p>	
<p><i>Redwood City General Plan (2010)</i></p>	<p>The <i>Redwood City General Plan</i> was adopted in October 2010. The following policies and program are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ NR-5.2: Limit construction activities in creeks and streams to protect water quality.</li> <li>▪ NR-5.3: Prohibit building and development activities to establish a creek buffer zone, based on the site and floodplain characteristics and/or where sensitive species, communities, or habitats occur within the creek or 100-year floodplain, unless construction methods or other methods can substantially minimize damage from potential flooding.</li> <li>▪ NR-5.4: In conjunction with new development located along existing creeks and streams and where appropriate, incorporate daylighting for culverted portions or other bank naturalizing approaches for channeled sections as a means of creek restoration.</li> <li>▪ NR-5.5: Regulate, and perhaps restrict, new development, grading, fills, and other land disturbances located immediately adjacent to a creek, stream, or in a 100-year floodplain, unless construction methods or other methods to minimize potential damage from flooding are implemented.</li> <li>▪ NR-5.6: Promote natural stream channel function.</li> <li>▪ NR-6.5: Take steps to reduce urban runoff into creeks and the Bay.</li> <li>▪ NR-7.1: Support appropriate stormwater pollution mitigation measures.</li> <li>▪ NR-7.2: Encourage the use of site and landscape designs that minimize surface runoff and retain or detain stormwater runoff, minimizing volume and pollutant concentrations.</li> <li>▪ NR-24: Pursue efforts to maintain and restore creeks and streams to a more natural state through such measures as "daylighting" (reestablishing portions of the creeks above ground, where physically feasible), replacing concrete channels with natural</li> </ul>

Plans and Policies	Summary
	<p>creek beds and native vegetation, restoring riparian habitat, and creating linear parks along creeks while maintaining flood control capabilities. Complete a feasibility study that prioritizes the most appropriate sections and creeks to daylight. Include these strategies as part of the comprehensive plan accommodation for trails.</p> <ul style="list-style-type: none"> <li>▪ NR-25: Wherever a new development or redevelopment project occurs on property containing or adjacent to an existing creek, require the project developer to improve and enhance the portion of the creek on or adjacent to the property, including daylighting and creek restoration wherever feasible. Permitted uses within creek buffer zones should be limited to habitat restoration, native riparian plantings, appropriate erosion control, trails, and flood control. Consider implementing a land banking system for critical open space areas along creek corridors.</li> <li>▪ NR-26: To minimize unfiltered stormwater runoff, reduce flooding risks, and preserve creek areas for natural restoration, establish a Creek Enhancement Ordinance that will allow the City to: enforce protection of reasonable setback areas along existing creeks and streams from encroachment by buildings, pavement, or other impervious surfaces, and other inappropriate uses; create adequate room for maintenance and potential public recreational use.</li> <li>▪ NR-28: Continue to comply with all provisions of the National Pollutant Discharge and Elimination System permit, and support regional efforts by the San Francisco Bay RWQCB to improve and protect water quality.</li> <li>▪ NR-30: Implement the San Mateo Countywide Water Pollution Prevention Program performance standards in the protection of creeks, streams, and watersheds.</li> <li>▪ NR-31: Require the integration of water quality protection/improvement techniques (e.g., use of vegetated swales or landscaping for water drainage along streets and for expansive parking lots) for new development. As feasible, incorporate water quality techniques when completing street improvements.</li> <li>▪ PS-5.4: Incorporate consideration of, and measures to mitigate the risks of, sea level rise into the planning process.</li> <li>▪ PS-7.1: Avoid or minimize the risks of flooding to new development. Carefully evaluate whether new development should be located in flood hazard zones, and identify construction methods or other methods to minimize damage if new development is located in flood hazard zones.</li> <li>▪ PS-7.2: Improve the drainage system's level of service to minimize storm flooding.</li> <li>▪ PS-7.6: Minimize impervious surfaces to reduce stormwater runoff and increase flood protection.</li> <li>▪ PS-7.7: Consult with upstream jurisdictions to minimize the runoff from these areas into Redwood City's drainage system. Work with jurisdictions within the Redwood City watershed area, including San Carlos, Woodside, Menlo Park, Atherton, and San Mateo County. Pursue policies and measures to minimize runoff and reduce flooding while sharing the cost of major capital improvements.</li> <li>▪ PS-7.8: Address flooding potential as a result of sea level rise.</li> </ul>
<p><i>Redwood City Municipal Code</i></p>	<p>The Redwood City Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 9 Article 5 – Buildings: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> <li>▪ Chapter 27 – Sanitary Sewerage Facilities: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 27a – Stormwater Management and Discharge Control Program: this ordinance requires compliance with the MRP</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Chapter 32.12 - Stormwater Treatment: requires setbacks for developments adjacent to waterbodies, limits land disturbance within channels, and prohibits new impervious surfaces within the setback</li> <li>▪ Chapter 41 – Floodplain Management: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> </ul>
<b>Town of Atherton</b>	
<i>Atherton General Plan (2020)</i>	<p>The <i>Atherton General Plan</i> was updated in January 2020. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy OSC-1.1: The Town shall endeavor to protect scenic resources, significant stands of natural vegetation, wildlife habitat, public safety and significant archaeological resources, both publicly and privately held.</li> </ul>
<i>Atherton Municipal Code</i>	<p>The Atherton Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 8.50 Storm Water Management and Discharge Control: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 8.54 Grading, Erosion, and Sediment Control: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> <li>▪ Chapter 15.48 Water-Efficient Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>
<b>City of Menlo Park</b>	
<i>Menlo Park General Plan, Open Space and Conservation, Noise and Safety Elements (2013)</i>	<p>The Open Space/Conservation, Noise, and Safety Elements of the <i>City of Menlo Park General Plan</i> were adopted in May 2013. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ OSC1.2: Preserve, protect, maintain and enhance water, water-related areas, plant and wildlife habitat for open space and conservation purposes.</li> <li>▪ OSC5.1: Continue to apply standards and policies established by the San Mateo Countywide Water Pollution Prevention Program through the California Environmental Quality Act process and other means as applicable.</li> <li>▪ OSC5.2: Evaluate development projects in industrial areas for impacts to air and water resources in relation to truck traffic, hazardous materials use and production-level manufacturing per the California Environmental Quality Act (CEQA) and require measures to mitigate potential impacts to less than significant levels.</li> <li>▪ S1.2: Avoid locating public improvements and utilities in areas with identified flood, geologic and/or soil hazards to avoid any extraordinary maintenance and operating expenses. When the location of public improvements and utilities in such areas cannot be avoided, assure that effective mitigation measures will be implemented.</li> <li>▪ S1.18: Continue to require developers to investigate soils, groundwater and buildings affected by hazardous-material potentially released from prior land uses in areas historically used for commercial or industrial uses, and to identify and implement mitigation measures to avoid adversely affecting the environment or the health and safety of residents or new uses.</li> <li>▪ S1.22: Continue to apply standards for any construction (new structures and existing structures proposed for substantial improvement) in areas of special flood hazard in accordance with FEMA and the Flood Damage Prevention Ordinance, including the use of flood-resistant construction materials and construction methods that minimize flood damage. Locate new essential public facilities outside of flood zones, such as City operations facilities, police and fire stations, and hospitals, to the extent feasible.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ S1.23: Consider potential risks from dam inundation in the development approval process.</li> <li>▪ S1.25: Seek to retain San Francisquito and Atherton creeks/channels in their natural state in order to prevent undue erosion of creek banks. Protect creek-side habitat and provide maintenance access along creeks where appropriate.</li> <li>▪ S1.26: Continue to require the use of best management practices for erosion and sediment control measures with proposed development in compliance with applicable regional regulations.</li> <li>▪ S1.27: Enforce stormwater pollution prevention practices and appropriate watershed management plans in the RWQCB general National Pollutant Discharge Elimination System requirements, the San Mateo County Water Pollution Prevention Program and the City's Stormwater Management Program. Revise, as necessary, City plans so they integrate water quality and watershed protection with water supply, flood control, habitat protection, groundwater recharge, and other sustainable development principles and policies.</li> <li>▪ S1.28: Consider sea level rise in siting new facilities or residences within potentially affected areas.</li> </ul>
<p>Menlo Park Municipal Code</p>	<p>The Menlo Park Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 7.42 Storm Water Management Program: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 12.42. Flood Damage Prevention: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 12.44 Water-Efficient Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> <li>▪ Chapter 15.16 Plans, standard details and specifications: requires a grading permit to be obtained prior to initiating any construction activity</li> </ul>
<p><b>Santa Clara County</b></p>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994. The general plan includes the following goals and policies relevant to hydrology and water resources:</p> <p>Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ C-RC 2: The County shall provide leadership in efforts to protect or restore valuable natural resources, such as wetlands, riparian areas, and woodlands, and others: a. for County-owned lands; and b. through multi-jurisdictional endeavors.</li> <li>▪ C-RC 18: Water quality countywide should be maintained and improved where necessary to ensure the safety of water supply resources for the population and the preservation of important water environments and habitat areas.</li> <li>▪ C-RC 19: The strategies for maintaining and improving water quality on a countywide basis, in addition to ongoing point source regulation, should include: a. effective non-point source pollution control; b. restoration of wetlands, riparian areas, and other habitats which serve to improve Bay water quality; and c. comprehensive Watershed Management Plans and "best management practices" (BMPs).</li> <li>▪ C-RC 20: Adequate safeguards for water resources and habitats should be developed and enforced to avoid or minimize water pollution of various kinds, including: a. erosion and sedimentation; b. organic matter and wastes; c. pesticides and herbicides; d. effluent from inadequately functioning septic systems; e. effluent from municipal wastewater treatment plants; f. chemicals used in industrial and commercial activities</li> </ul>

Plans and Policies	Summary
	<p>and processes; g. industrial wastewater discharges; h. hazardous wastes; and i. non-point source pollution.</p> <ul style="list-style-type: none"> <li>▪ C-RC 22: Countywide, compliance should be achieved with the requirements of the National Pollution Discharge Elimination System (NPDES) permit for discharges into S.F. Bay, and to that end, the Countywide Nonpoint Source Pollution Control Program should receive the full support and participation of each member jurisdiction.</li> <li>▪ C-RC 34: Restoration of habitats should be encouraged and utilized where feasible, especially in cases where habitat preservation and flood control, water quality, or other objectives can be successfully combined.</li> </ul> <p>Safety and Noise</p> <ul style="list-style-type: none"> <li>▪ C-HS 28: Countywide strategies for reducing the threat of natural hazards to life and property should include: a. Inventory hazards and monitor changing conditions. b. Minimize the resident population within high hazard areas. c. Design, locate and regulate development to avoid or withstand hazards. d. Reduce the magnitude of the hazard, if feasible. e. Provide public information regarding natural hazards.</li> <li>▪ C-HS 33: Development in areas of natural hazards should be designed, located, and otherwise regulated to reduce associated risks, by regulating the type, density, and placement of development where it will not: a. be directly jeopardized by hazards; b. increase hazard potential; and c. increase risks to neighboring properties.</li> <li>▪ C-HS 34: Flood control measures should be considered part of an overall community improvement program and advance the following goals, in addition to flood control: a. resource conservation; b. preservation of riparian vegetation and habitat; c. recreation; and d. scenic preservation of the county's streams and creeks</li> <li>▪ C-HS 42: The long-term viability and safety of underground aquifers and groundwater systems countywide shall be protected to highest degree feasible.</li> <li>▪ C-HS 44: All new on-site wastewater treatment systems should be located only in areas where: a. there is reasonable assurance that they will function well over a long period; b. they can be designed to have a minimum negative impact on the environment; and c. they will not contaminate wells, groundwater or surface water.</li> <li>▪ C-HS 45: On-site wastewater treatment systems should not be allowed in areas where soil characteristics impede their operation (e.g., areas of high groundwater conditions, areas with saturated soils, areas with limited depth to bedrock, etc.).</li> <li>▪ C-HS 47: Groundwater quality should be monitored to ensure the long-term integrity of countywide water resources.</li> </ul> <p>Growth and Development</p> <ul style="list-style-type: none"> <li>▪ R-GD 28: Due to the prevalence of steeply sloping land, geologic, seismic, and other natural hazards, soil characteristics, and other development issues, including the need for adequate access and onsite wastewater treatment, the County shall thoroughly evaluate development proposals on slopes exceeding 30% to secure the public health, safety, and welfare.</li> </ul> <p>Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ R-RC 11: Areas with prime percolation capabilities shall be protected to the maximum extent possible, and placement of significant pollution sources within such areas shall be avoided.</li> <li>▪ R-RC 13: Sedimentation and erosion shall be minimized through controls over development, including grading, quarrying, vegetation removal, road and bridge construction, and other uses which pose such a threat to water quality.</li> <li>▪ R-RC 15: Commercial and industrial uses such automobile dismantlers, waste transfer disposal facilities, light industries, uses requiring septic systems, and other uses that have the greatest potential for pollution shall not be located within the vicinity of</li> </ul>

Plans and Policies	Summary
	<p>streams, reservoirs, or percolation facilities where contaminants could easily come in contact with flood waters, high groundwater, flowing streams, or reservoirs. Such uses shall be required to reduce any threat of contamination to an insignificant level as a condition of approval.</p> <ul style="list-style-type: none"> <li>▪ R-RC 31: Natural streams, riparian areas, and freshwater marshes shall be left in their natural state providing for percolation and water quality, fisheries, wildlife habitat, aesthetic relief, and educational or recreational uses that are environmentally compatible. Streams which may still provide spawning areas for anadromous fish species should be protected from pollution and development impacts which would degrade the quality of the stream environment.</li> <li>▪ R-RC 32: Riparian and freshwater habitats shall be protected through the following general means:             <ul style="list-style-type: none"> <li>- setback of development from the top of the bank;</li> <li>- regulation of tree and vegetation removal;</li> <li>- reducing or eliminating use of herbicides, pesticides, and fertilizers by public agencies;</li> <li>- control and design of grading, road construction, and bridges to minimize environmental impacts and avoid alteration of the streambed and stream banks (free span bridges and arch culverts, for example); and</li> <li>- protection of endemic, native vegetation.</li> </ul> </li> <li>▪ R-RC 33: Public projects shall be designed to avoid damage to freshwater and stream environments.</li> <li>▪ R-RC 34: In floodplains that are not already developed, land uses shall be restricted to avoid the need for major flood control projects which would alter stream flows and vegetation.</li> <li>▪ R-RC-35: Flood control modifications to be made in streams that have substantial existing natural areas should employ flood control designs which enhance riparian resources and avoid to the maximum extent possible significant alteration of the stream, its hydrology, and its environs.</li> <li>▪ R-RC-37: Lands near creeks, streams, and freshwater marshes shall be considered to be in a protected buffer area, consisting of the following:             <ul style="list-style-type: none"> <li>- 150 feet from the top bank on both sides where the creek or stream is predominantly in its natural state;</li> <li>- 100 feet from the top bank on both sides of the waterway where the creek or stream has had major alterations; and</li> <li>- In the case that neither (1) nor (2) are applicable, an area sufficient to protect the stream environment from adverse impacts of adjacent development, including impacts upon habitat, from sedimentation, biochemical, thermal and aesthetic impacts.</li> </ul> </li> <li>▪ R-RC-38: Within the aforementioned buffer areas, the following restrictions and requirements shall apply to public projects, residential subdivisions, and other private non-residential development:             <ul style="list-style-type: none"> <li>- No building, structure or parking lots are allowed, exceptions being those minor structures required as part of flood control projects.</li> <li>- No despoiling or polluting actions shall be allowed, including grubbing, clearing, unrestricted grazing, tree cutting, grading, or debris or organic waste disposal, except for actions such as those necessary for fire suppression, maintenance of flood control channels, or removal of dead or diseased vegetation, so long as it will not adversely impact habitat value.</li> </ul> </li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>- Endangered plant and animal species shall be protected within the area.</li> <li>▪ R-RC 39: Within areas immediately adjacent to the stream buffer area, new development should minimize environmental impacts on the protected buffer area, and screening of obtrusive or unsightly aspects of a project should be considered as a means of preserving the scenic value of riparian areas.</li> <li>▪ R-RC 40: Where new roads, clustered residential development, or subdivisions are proposed in proximity of streams and riparian areas, they should be designed so that:               <ul style="list-style-type: none"> <li>- Riparian vegetation is retained;</li> <li>- Creeks and streams remain open and unfenced; and</li> <li>- There is adequate separation of new roads and building sites from the stream environment.</li> </ul> </li> </ul>
<p>Santa Clara County Ordinance Code</p>	<p>The Santa Clara Ordinance Code was originally adopted in 1972. The Code establishes the following sections relevant to hydrology and water resources:</p> <p>Title B: Regulations</p> <ul style="list-style-type: none"> <li>▪ Division B11.5 Nonpoint Source Pollution: requires compliance with the MRP within the Phase I MS4 areas in Santa Clara County</li> <li>▪ Division B33 Water Conservation in Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul> <p>Title C: Construction, Development, and Land Use</p> <ul style="list-style-type: none"> <li>▪ Division C12 Chapter III Grading and Drainage Article 8 – Design Standards: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> <li>▪ Division C12 Chapter VII Floodplain Management: designates the floodplain manager for floodplains with County jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> </ul>
<p><i>Santa Clara Valley Water District (SCVWD) Ordinance 06-1 Water Resources Protection (2010)</i></p>	<p>The Water Resources Protection Ordinance requires that project sponsors obtain an Encroachment Permit for modifications on SCVWD facilities or easements. SCVWD relies on the Water Resources Protection Manual to administer the requirements of the ordinance, including specific erosion control, groundwater assessment, and design requirements.</p>
<p>Ordinance 90-1 Wells (SCVWD 1990)</p>	<p>This ordinance requires a permit for any digging, boring, drilling, deepening, refurbishing, or destroying a water well, cathodic protection well, observation well, monitoring well, exploratory boring (45 feet or deeper), or other deep excavation that intersects the groundwater aquifers of Santa Clara County.</p>
<p>SCVWD Groundwater Management Plan (2016)</p>	<p>The SCVWD Groundwater Management Plan was published in 2016. The Plan includes the following strategies relevant to hydrology and water resources:</p> <ul style="list-style-type: none"> <li>▪ Strategy 1: Manage groundwater in conjunction with surface water.</li> <li>▪ Strategy 2: Implement programs to protect and promote groundwater quality.</li> <li>▪ Strategy 3: Maintain and develop adequate groundwater models and monitoring networks.</li> <li>▪ Strategy 4: Work with regulatory and land use agencies to protect recharge areas, promote natural recharge, and prevent groundwater contamination.</li> </ul>
<p>The Santa Clara Valley Greenprint (2014)</p>	<p>The Santa Clara Valley Greenprint was published in 2014. The guide for protecting open space and livable communities includes the following strategies relevant to hydrology and water resources:</p>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Strategy 1a: Initiate and participate in joint projects with the Santa Clara Valley Water District, the San Francisco Public Utilities Commission, and others to protect water resources, particularly in upper watersheds, groundwater recharge areas, urban areas, and undeveloped floodplains.</li> <li>▪ Strategy 1c: Encourage cities and public agencies to integrate protection of wetlands, floodplains, and riparian areas into land use and capital planning and mitigation projects to increase resilience to climate change impacts.</li> <li>▪ Strategy 1d: Expand the Authority’s Urban Open Space Program guidelines to promote restoration of urban streams and riparian habitats, groundwater recharge areas, and floodplains.</li> <li>▪ Strategy 1e: Implement restoration projects in urban areas to reduce impervious surfaces and urban runoff, slowing water and increasing opportunities for infiltration into groundwater basins.</li> <li>▪ Strategy 2d: Promote coordination between regulatory agencies and watershed stakeholders to facilitate priority watershed restoration projects, including larger riparian buffers or setbacks in both urban and rural settings. Explore feasibility of expanding the Integrated Watershed Restoration Program for San Mateo and Santa Cruz Counties to include Santa Clara County to streamline permitting and use of grant funds for watershed restoration projects.</li> </ul>

**City of Palo Alto**

<p><i>Palo Alto 2030 Comprehensive Plan (2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan</i> was updated in November 2017. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy L-2.11: Encourage new development and redevelopment to incorporate greenery and natural features, such as green rooftops, pocket parks, plazas, and rain gardens.</li> <li>▪ Policy L-2.12: Ensure that future development addresses potential risks from climate change, including sea level rise.</li> <li>▪ Policy N-1.5: Preserve and protect the Bay, marshlands, salt ponds, sloughs, creeks, and other natural water or wetland areas as open space.</li> <li>▪ Policy N-3.2: Prevent the further channelization and degradation of Palo Alto’s creeks.</li> <li>▪ Policy N-3.6: Minimize site disturbances and removal of native vegetation in or near creeks and review grading and drainage plans to discourage bank instability, erosion, sedimentation, and flooding.</li> <li>▪ Policy N-3.7: Avoid fencing, piping, and channelization of creeks when flood control can be achieved through measures that preserve the natural environment and creek habitat.</li> <li>▪ Policy N-3.8: Work with SCVWD and San Francisquito Creek Joint Powers Authority to enhance the riparian corridor and ensure adequate flood control.</li> <li>▪ Policy N-4.3: Encourage property owners to conserve water, including harvesting rainwater.</li> <li>▪ Policy N-4.6: Retain and utilize rainwater on site to the extent possible</li> <li>▪ Policy N-4.7: Regulate groundwater use to protect it as a natural resource and potential water supply.</li> <li>▪ Policy N-4.8: Conserve and maintain subsurface water resources by exploring ways to reduce the impacts of excavation activities.</li> <li>▪ Policy N-4.10: Reduce pollution in urban runoff.</li> <li>▪ Policy N-4.13: Encourage incorporation of Low Impact Development measures in new development, major remodels, public projects, and recreation projects where practical.</li> </ul>
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Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy S-2.8: Minimize exposure to flood hazards by protecting existing development from floods and adequately reviewing proposed development in flood prone areas.</li> </ul>
<p>Palo Alto Municipal Code</p>	<p>The Palo Alto Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 16.09 Sewer Use Ordinance: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 16.11 Stormwater Pollution Prevention: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 16.28 Grading and Erosion and Sediment Control: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> <li>▪ Chapter 16.52 Flood Hazard Regulations: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> </ul>
<b>City of Mountain View</b>	
<p><i>Mountain View General Plan (2012)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ INC-8.2: Comply with requirements in the Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit.</li> <li>▪ INC-8.4: Reduce the amount of stormwater runoff and stormwater pollution entering creeks, water channels and the San Francisco Bay through participation in the Santa Clara Valley Urban Runoff Pollution Prevention Program.</li> <li>▪ INC-8.5: Require post-construction stormwater treatment controls consistent with MRP requirements for both new development and redevelopment projects.</li> <li>▪ INC-8.6: Seek opportunities to develop green streets and sustainable streetscapes that minimize stormwater runoff, using techniques such as on-street bio-swales, bio-retention, permeable pavement or other innovative approaches.</li> <li>▪ INC-8.7: Improve the water quality of stormwater and reduce flow quantities.</li> <li>▪ INC-17.2: Promote an ecologically sensitive approach to flood protection, encouraging natural hydrology and preserving habitat and ecology within watercourses.</li> <li>▪ INC-17.3: Preserve floodways as a natural flood control mechanism.</li> <li>▪ INC-18.1: Protect human and environmental health from environmental contamination.</li> <li>▪ INC-18.2: Cooperate with local, state and federal agencies that oversee environmental contamination and clean-up.</li> </ul>
<p>Mountain View Municipal Code</p>	<p>The Mountain View Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 8 Article IX. Drainage and Flood Control: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 28 Subdivisions, Article XII Vesting Tentative and Preliminary Parcel Maps: requires a permit to be obtained for grading prior to construction</li> <li>▪ Chapter 35 Article III. Provision Pertaining to Sewer Service And Sewage Disposal: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 36 Article XI. Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>

Plans and Policies	Summary
<p><b>City of Sunnyvale</b></p>	
<p><i>Sunnyvale General Plan (2011)</i></p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ SN-1.2: Take measures to protect life and property from the effects of a 1 percent (100-year) flood.</li> <li>▪ SN-1.3: Operate and maintain the storm drainage system at a level to minimize damages and ensure public safety.</li> <li>▪ SN-1.4: Monitor and plan for hydraulic changes due to global warming, earthquakes and/or subsidence.</li> <li>▪ EM-4.1: Maintain and update a comprehensive water quality monitoring program that meets or exceeds all state and federal requirements, while also meeting specific city and residents' needs.</li> <li>▪ EM-4.2: Maintain an aggressive inspection and preventive maintenance program that ensures that backflow from potentially contaminated water services is prevented.</li> <li>▪ EM-4.4: Maintain and update an action plan that responds to and protects water supplies from contamination.</li> <li>▪ EM-7.3: Actively participate in the watershed management approach to solving water quality issues of the Santa Clara Basin Watershed and the South Bay.</li> <li>▪ EM-8.1: Comply with regulatory requirements and participate in processes which may result in modifications to regulatory requirements.</li> <li>▪ EM-8.2: Continue to support the identification and development of approaches to stormwater treatment and best management practices to control sources of pollutants through participation in local, regional, statewide, and national associations and agencies (e.g. Santa Clara Valley Urban Runoff Pollution Prevention Program, Bay Area Stormwater Management Agencies Association, Stormwater Quality Association, and American Public Works Association and similar organizations).</li> <li>▪ EM-8.3: Ensure that stormwater control measures and best management practices are implemented to reduce the discharge of pollutants in stormwater to the maximum extent practicable.</li> <li>▪ EM-8.4: Effectively prohibit illicit discharges and improper disposal of wastes into the storm drain system.</li> <li>▪ EM-8.5: Prevent accelerated soil erosion. Continue implementation of a construction site inspection and control program to prevent discharges of sediment from erosion and discharges of other pollutants from new and redevelopment projects.</li> <li>▪ EM-8.6: Minimize the impacts from stormwater and urban runoff on the biological integrity of natural drainage systems and water bodies.</li> <li>▪ EM-9.2: Respond to storm drain emergencies.</li> <li>▪ EM-10.1: Consider the impacts of surface runoff as part of land use and development decisions and implement BMPs to minimize the total volume and rate of runoff of waste quality and quantity (hydromodification) of surface runoff as part of land use and development decisions.</li> <li>▪ EM-10.2: Consider the ability of a land parcel to detain excess stormwater runoff in flood prone areas and require incorporation of appropriate controls. Require the incorporation of appropriate stormwater treatment and control measures for new and redevelopment regulated projects and/or any sites that may reasonably be considered to cause or contribute to the pollution of stormwater and urban runoff as defined in the current version of the Stormwater Municipal Regional Permit.</li> <li>▪ EM-10.3: Require the incorporation of appropriate stormwater treatment and control measures for industrial and commercial facilities as identified in the Stormwater Municipal Regional Permit.</li> </ul>

Plans and Policies	Summary
<p>Sunnyvale Municipal Code</p>	<p>The Sunnyvale Municipal Code includes the following chapters relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 12.12 Sewer Use Regulations: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 12.60 Stormwater Management: this ordinance requires compliance with the MRP</li> <li>▪ Chapter 16.16 Building Code: requires a permit to be obtained for grading prior to construction</li> <li>▪ Chapter 16.62 Prevention of Flood Damage: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> <li>▪ Chapter 19.37 Landscaping, Irrigation and Usable Open Space: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>
<p><b>City of Santa Clara</b></p>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The City of Santa Clara adopted the 2010–2035 General Plan on November 16, 2010. The general plan includes the following environmental quality goals and policies applicable to hydrology and water resources:</p> <p>Conservation</p> <ul style="list-style-type: none"> <li>▪ 5.10.1-P2: Work with Santa Clara Valley Water District and require that new development follow the "Guidelines and Standards for Lands Near Streams" to protect streams and riparian habitats.</li> <li>▪ 5.10.1-P6: Require adequate wastewater treatment and sewer conveyance capacity for all new development.</li> </ul> <p>Water</p> <ul style="list-style-type: none"> <li>▪ 5.10.4-P4: Require an adequate water supply and water quality for all new development.</li> <li>▪ 5.10.4-P5: Prohibit new development that would reduce water quality below acceptable state and local standards.</li> <li>▪ 5.10.4-P10: Work with Santa Clara Valley Water District to minimize undesirable compaction of aquifers and subsidence of soils.</li> <li>▪ 5.10.4-P12: Encourage diversion of runoff from downspouts, and replacement of hardscapes to landscaped areas and permeable surfaces</li> </ul> <p>Safety</p> <ul style="list-style-type: none"> <li>▪ 5.10.5-P5: Regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards, including flooding, seismic, erosion, liquefaction and subsidence dangers.</li> <li>▪ 5.10.5-P10: Support efforts by the Santa Clara Valley Water District to reduce subsidence.</li> <li>▪ 5.10.5-P11: Require that new development meet stormwater and water management requirements in conformance with state and regional regulations.</li> <li>▪ 5.10.5-P13: Require that development complies with the Flood Damage Protection Code</li> <li>▪ 5.10.5-P15: Require new development to minimize paved and impervious surfaces and promote on-site best management practices for infiltration and retention, including grassy swales, pervious pavement, covered retention areas, bioswales, and cisterns, to reduce urban water run-off.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ 5.10.5-P16: Require new development to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity and protect water quality.</li> <li>▪ 5.10.5-P17: Require that grading and other construction activities comply with the Association of Bay Area Governments' Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association, Stormwater Best Management Practice Handbook for Construction</li> <li>▪ 5.10.5-P18: Implement the Santa Clara Valley Nonpoint Source Pollution Control Program, Santa Clara Valley Urban Runoff Pollution Prevention Program and the Urban Runoff Management Plan.</li> <li>▪ 5.10.5-P19: Limit development activities within riparian corridors to those necessary for improvement or maintenance of stream flow.</li> <li>▪ 5.10.5-P20: Maintain, upgrade, and replace storm drains throughout the City to reduce potential flooding.</li> <li>▪ 5.10.5-P21: Require that storm drain infrastructure is adequate to serve all new development and is in place prior to occupancy.</li> <li>▪ 5.10.5-P22: Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants and the environment are adequately protected from hazards associated with contamination, in accordance with applicable regulations.</li> <li>▪ 5.10.5-P23: Require appropriate clean-up and remediation of contaminated sites.</li> </ul>
<p><i>Santa Clara Municipal Code</i></p>	<p>The Santa Clara City Code is current through Ordinance 1983, passed July 17, 2018. The Code establishes the following titles and chapters relevant to hydrology and water resources:</p> <p>Title 13: Public Services</p> <ul style="list-style-type: none"> <li>▪ Chapter 13.10 Sewers: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> <li>▪ Chapter 13.20 Storm Drains and Discharges: this ordinance requires compliance with the MRP</li> </ul> <p>Title 15: Buildings and Construction</p> <ul style="list-style-type: none"> <li>▪ Chapter 15.05 Administrative Code: requires a permit to be obtained for grading prior to construction</li> <li>▪ Chapter 15.45 Prevention of Flood Damage Code: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> </ul> <p>Title 18: Zoning</p> <ul style="list-style-type: none"> <li>▪ Chapter 18.88 Landscape Permit Provisions: provides design standards for landscape areas that minimize runoff and water consumption</li> </ul>
<p><b>City of San Jose</b></p>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The <i>Envision San José 2040 General Plan</i> was adopted in 2011 and updated in 2018. The Plan establishes the following goals and policies relevant to hydrology and water resources:</p> <p>City Design</p> <ul style="list-style-type: none"> <li>▪ CD-2.5: Integrate Green Building Goals and Policies of this Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.</li> </ul>

Plans and Policies	Summary
	<p>Environmental Considerations</p> <ul style="list-style-type: none"> <li>▪ EC-4.1: Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.</li> <li>▪ EC-4.5: Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 15 and April 15.</li> <li>▪ EC-4.12: Require review and approval of grading plans and erosion control plans (if applicable) prior to issuance of a grading permit by the Director of Public Works.</li> <li>▪ EC-5.1: The City shall require evaluation of flood hazards prior to approval of development projects within a Federal Emergency Management Agency (FEMA) designated floodplain. Review new development and substantial improvements to existing structures to ensure it is designed to provide protection from flooding with a one percent annual chance of occurrence, commonly referred to as the “100-year” flood or whatever designated benchmark FEMA may adopt in the future. New development should also provide protection for less frequent flood events when required by the State.</li> <li>▪ EC-5.2: Allow development only when adequate mitigation measures are incorporated into the project design to prevent or minimize siltation of streams, flood protection ponds, and reservoirs</li> <li>▪ EC-5.3: Preserve designated floodway areas for non-urban uses.</li> <li>▪ EC-5.7: Allow new urban development only when mitigation measures are incorporated into the project design to ensure that new urban runoff does not increase flood risks elsewhere.</li> <li>▪ EC-5.9: Work with local, regional, state and federal agencies to ensure new and existing levees provide adequate flood protection and actively partner with the Santa Clara Valley Water District and other levee owners with respect to National Flood Insurance Program (NFIP) levee recertification.</li> <li>▪ EC-5.10: Encourage the preservation and restoration of urban creeks and rivers to maintain existing floodplain storage. When in-channel work is proposed, engineering techniques which include the use of plant materials (bioengineering) are encouraged.</li> <li>▪ EC-5.11: Where possible, reduce the amount of impervious surfaces as a part of redevelopment and roadway improvements through the selection of materials, site planning, and street design.</li> <li>▪ EC-5.12: Locate critical or public facilities (such as the Water Pollution Control Plant, local hospitals, police and fire service facilities, and schools) above the 500-year floodplain or protect such facilities up to the magnitude 500-year flood. Construction standards based on FEMA guidelines may include freeboard, elevation above the 500-year floodplain, and elevated access ramps.</li> <li>▪ EC-5.13: As a part of the City’s policies for addressing the effects of climate change and projected water level rise in San Francisco Bay, require evaluation of projected inundation for development projects near San Francisco Bay or at flooding risk from local waterways which discharge to San Francisco Bay.</li> <li>▪ EC-5.14: Implement the requirements of FEMA relating to construction in Special Flood Hazards Areas as illustrated on Flood Insurance Rate Maps. Periodically update the City’s Flood Hazard Regulations to implement FEMA requirements.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ EC-5.15: San José will participate in the National Flood Insurance Program (NFIP) Community Rating System (CRS). The CRS is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed minimum NFIP requirements. Flood insurance premium rates for property owners within the city may be discounted to reflect the reduced flood risk resulting from community actions meeting the three goals of the CRS, which are to reduce flood damage to insurable property; strengthen and support the insurance aspects of the NFIP; and encourage a comprehensive approach to floodplain management.</li> <li>▪ EC-5.16: Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.</li> <li>▪ EC-5.17: Implement the Hydromodification Management requirements of the City's Municipal NPDES Permit to manage runoff flow and volume from project sites.</li> <li>▪ EC-7.5: On development and redevelopment sites, require all sources of imported fill to have adequate documentation that it is clean and free of contamination and/ or acceptable for the proposed land use considering appropriate environmental screening levels for contaminants. Disposal of groundwater from excavations on construction sites shall comply with local, regional, and state requirements.</li> <li>▪ EC-7.8: Where an environmental review process identifies the presence of hazardous materials on a proposed development site, the City will ensure that feasible mitigation measures that will satisfactorily reduce impacts to human health and safety and to the environment are required of or incorporated into the projects. This applies to hazardous materials found in the soil, groundwater, soil vapor, or in existing structures.</li> <li>▪ EC-7.9: Ensure coordination with the County of Santa Clara Department of Environmental Health, Regional Water Quality Control Board, Department of Toxic Substances Control or other applicable regulatory agencies, as appropriate, on projects with contaminated soil and/or groundwater or where historical or active regulatory oversight exists.</li> <li>▪ EC-7.10: Require review and approval of grading, erosion control and dust control plans prior to issuance of a grading permit by the Director of Public Works on sites with known soil contamination. Construction operations shall be conducted to limit the creation and dispersion of dust and sediment runoff.</li> </ul> <p>Environmental Resources</p> <ul style="list-style-type: none"> <li>▪ ER-2.2: Ensure that a 100-foot setback from riparian habitat is the standard to be achieved in all but a limited number of instances, only where no significant environmental impacts would occur.</li> <li>▪ ER-8.1: Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.</li> <li>▪ ER-8.2: Coordinate with regional and local agencies and private landowners to plan, finance, construct, and maintain regional stormwater management facilities.</li> <li>▪ ER-8.4: Assess the potential for surface water and groundwater contamination and require appropriate preventative measures when new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities.</li> <li>▪ ER-8.5: Ensure that all development projects in San José maximize opportunities to filter, infiltrate, store and reuse or evaporate stormwater runoff onsite.</li> <li>▪ ER-8.7: Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.</li> <li>▪ ER-8.8: Consider the characteristics and condition of the local watershed and identify opportunities for water quality improvement when developing new or updating existing</li> </ul>

Plans and Policies	Summary
	<p>development plans or policies including, but not limited to, specific or area land use plans.</p> <ul style="list-style-type: none"> <li>▪ ER-9.1: In consultation with the Santa Clara Valley Water District, other public agencies and the SCVWDs Water Resources Protection Guidelines and Standards (2006 or as amended), restrict or carefully regulate public and private development in streamside areas so as to protect and preserve the health, function and stability of streams and stream corridors.</li> <li>▪ ER-9.2: In consultation with the SCVWD restrict or carefully regulate public and private development in upland areas to prevent uncontrolled runoff that could impact the health and stability of streams.</li> <li>▪ ER-9.3: Utilize water resources in a manner that does not deplete the supply of surface or groundwater or cause over drafting of the underground water basin.</li> <li>▪ ER-9.5: Protect groundwater recharge areas, particularly creeks and riparian corridors.</li> <li>▪ ER-9.6: Require the proper construction and monitoring of facilities that store hazardous materials in order to prevent contamination of the surface water, groundwater and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or tidal flooding.</li> </ul> <p>Infrastructure</p> <ul style="list-style-type: none"> <li>▪ IN-3.3: Meet the water supply, sanitary sewer and storm drainage level of service objectives through an orderly process of ensuring that, before development occurs, there is adequate capacity. Coordinate with water and sewer providers to prioritize service needs for approved affordable housing projects.</li> <li>▪ IN-3.7: Design new projects to minimize potential damage due to storm waters and flooding to the site and other properties.</li> <li>▪ IN-3.8: In designing improvements to creeks and rivers, protect adjacent properties from flooding consistent with the best available information and standards from the Federal Emergency Management Agency (FEMA) and the California Department of Water Resources (DWR). Incorporate restoration of natural habitat into improvements where feasible.</li> <li>▪ IN-3.10: Incorporate appropriate stormwater treatment measures in development projects to achieve stormwater quality and quantity standards and objectives in compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit.</li> <li>▪ IN-3.11: The "modified floodplain design" is the preferred design for future flood protection facilities. Use the "widen-one-bank" and "trapezoidal channel" designs only when funding or right-of-way limitations make the use of the modified flood plain design impractical. For future development, consider factors such as flooding risks, proximity to waterways, and the potential for implementing flood protection measures.</li> </ul> <p>Measureable Sustainability</p> <ul style="list-style-type: none"> <li>▪ MS-3.4: Promote the use of green roofs (i.e., roofs with vegetated cover), landscape based treatment measures, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.</li> <li>▪ MS-3.5: Minimize areas dedicated to surface parking to reduce rainwater that comes into contact with pollutants.</li> <li>▪ MS-13.3: Require subdivision designs and site planning to minimize grading and use landform grading in hillside areas.</li> <li>▪ MS-13.6: Revise the grading ordinance and condition grading permits to require that graded areas be stabilized from the completion of grading to commencement of construction.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ MS-18.4: Retrofit existing development to improve water conservation.</li> <li>▪ MS-18.12: Encourage stormwater capture and encourage, when feasible and cost effective, on-site rainwater catchment for new and existing development.</li> <li>▪ MS-18.13: Encourage graywater use whenever appropriate and in areas that do not impact groundwater quality as determined through coordination with local agencies.</li> <li>▪ MS-18.14: Participate in regional efforts to develop codes and standards for stormwater capture and graywater reuse, whenever feasible and cost-effective, and in areas that do not impact groundwater quality as determined through coordination with local agencies.</li> <li>▪ MS-19.5: Improve the treatment of recycled water so that it can be used to help augment streams and recharge groundwater aquifers that provide a portion of the City's potable water supply.</li> <li>▪ MS-20.1: Lead through advocacy with local, regional and state agencies to ensure the protection and enhancement of the quality of San José's water sources.</li> <li>▪ MS-20.3: Protect groundwater as a water supply source through flood protection measures and the use of stormwater infiltration practices that protect groundwater quality. In the event percolation facilities are modified for infrastructure projects, replacement percolation capacity will be provided.</li> <li>▪ MS-20.4: Work with local, regional and state agencies to protect and enhance the watershed, including the protection of surface water and ground water supplies from pollution and degradation.</li> </ul> <p>Transportation</p> <ul style="list-style-type: none"> <li>▪ TR-2.12: Consider alternative public right of way materials for roadway, sidewalks, park strips, crosswalks, and trails etc. to enhance the pedestrian and bicyclist experience as well as provide other benefits such as stormwater management and hydromodification control.</li> </ul>
<p><i>Tamien Station Area Specific Plan (1995)</i></p>	<p>Livable Community</p> <ul style="list-style-type: none"> <li>▪ Goal 8: Protect people and property in the Tamien Station area from potential environmental hazards such as noise, flooding, and the impacts associated with increased traffic</li> </ul> <p>Land Use and Design Policies</p> <ul style="list-style-type: none"> <li>▪ Policy 4 Riparian Corridor Development Guidelines: All new development adjacent to the Guadalupe River or its bypass channel should be consistent with the provisions of the Riparian Corridor Development Guidelines contained in the City of San Jose's Riparian Corridor Policy Study.</li> <li>▪ Policy 16 Habitat Protection: The riparian habitat of the Guadalupe River and adjacent areas west of Lelong Avenue should be preserved as open space resources consistent with the Riparian Corridor Policy Study.</li> <li>▪ Policy 17 Bypass Channel Design: An open channel design for the flood control bypass channel adjacent to the Elks Club site is the preferred design solution and should be implemented if the site is redeveloped. The culvert design solution should be avoided, if feasible, even if the site is not redeveloped in the near future. (The current plan proposed by the Santa Clara Valley Water District is a bypass concrete box culvert.)</li> </ul> <p>Implementation</p> <ul style="list-style-type: none"> <li>▪ Policy 12 Flooding Mitigation: If new development in the Specific Plan area proceeds in advance of the implementation of the Guadalupe River Flood Control Project, the new structures within the 100-year floodplain should be constructed at elevations above the 100-year flood level. Property owners proposing new developments in the flood control improvement area may be required to dedicate land or grant easements to the Santa Clara Valley Water District for future flood control facilities.</li> </ul>



Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>Policy 20 Storm Drainage Facilities Mitigation: New development should upgrade storm drains in Almaden Road and at the Elks Club site to current City standards. A segment of the 15-inch line between the northerly terminus of Almaden Road and Almaden Avenue/Alma Avenue intersection should be upgraded to at least a 24-inch line.</li> </ul>
<p><i>San Jose Municipal Code</i></p>	<p>The San Jose Municipal Code includes the following titles and chapters relevant to hydrology and water resources:</p> <p>Title 15: Public Utilities</p> <ul style="list-style-type: none"> <li>Chapter 15.11 Water Efficient Landscape Standards for New and Rehabilitated Landscaping: provides design standards for landscape areas that minimize runoff and water consumption</li> <li>Chapter 15.14 Sewer Use Regulations: regulates discharges to the sewer system, such as construction dewatering, through a permitting framework</li> </ul> <p>Title 17: Buildings and Construction</p> <ul style="list-style-type: none"> <li>Chapter 17.04 Part 6 Excavation and Grading: requires grading to be performed to minimize runoff, erosion, and sedimentation, and regulates grading through a permitting framework</li> <li>Chapter 17.08 Special Flood Hazard Area Regulations: designates the floodplain manager for floodplains with City jurisdiction, provides design standards for development and construction in floodplains, and requires the City's review of proposed developments in floodplains prior to approval</li> </ul> <p>Title 20: Zoning</p> <ul style="list-style-type: none"> <li>Chapter 20.95 Storm Water Management: this ordinance requires compliance with the MRP</li> </ul>
<p><i>San Jose Council Policy 6-29 Post-construction Urban Runoff Management</i></p>	<p>The San Jose Council Policy 6-29 was approved in 1998. The policy requires specific source control BMPs for projects with the following components: a) Car Washing and Detailing Facilities b) Construction/Corporation Yards c) Automobile Dismantling and Parts Recovery d) Material Recycling Facilities (processing, transfer and large collection facilities) e) Gas Stations or Equipment Fueling f) Uncovered Parking Lots g) Loading Docks</p>
<p><i>San Jose Council Policy 8-14 Post-Construction Hydromodification Management</i></p>	<p>The San Jose Council Policy 8-14 was approved in 2010. The policy implements the requirements of the MRP for hydromodification management</p>

Sources: City of Belmont 2017a; City of Brisbane 1994, 2019; City of Burlingame 2019; City of Menlo Park 2013; City of Millbrae 1998; City of Mountain View 2012; City of Palo Alto 2017a; City of Redwood City 2010; City of San Bruno 2009; City of San Bruno et al. 2012; City of San Carlos 2009; City and County of San Francisco 2004a, 2012b; City of San Jose 1995, 2018; City of San Mateo 2010b, 2011b; City of Santa Clara 2010; City of South San Francisco 1999, 2014b; City of Sunnyvale 2011; City/County Association of Governments of San Mateo County 2017, 2021; County of San Mateo 2013a; County of Santa Clara 1994; SFPUC 2016b; SCVOSA 2014; SCVWD 2016b; Town of Atherton 2020

BMP = best management practice

MRP = municipal regional stormwater permit

MS4 = municipal separate storm sewer system

NPDES = national pollutant discharge elimination system

RWQCB = regional water quality control board

SCVWD = Santa Clara Valley Water District

## Geology, Soils, Seismicity, and Paleontological Resources

**Table 8 Regional and Local Plans and Policies Relevant to Geology, Soils, Seismicity, and Paleontological Resources**

Plans and Policies	Summary
<b>City and County of San Francisco</b>	
<i>San Francisco General Plan</i> (2012, 2014)	<p>The <i>San Francisco General Plan</i> was adopted in June 1996. The Community Safety Element (updated 2012) establishes policies to guide the City's actions in preparation for, response to, and recovery from a major disaster, while the Recreation and Open Space Element (updated 2014) establishes policies with regards to the treatment of cultural resources. The following objectives and policies are relevant to the project:</p> <p>Community Safety Element</p> <ul style="list-style-type: none"> <li>▪ Objective 1: Reduce structural and non-structural hazards to life safety and minimize property damage resulting from future disasters.</li> <li>▪ Objective 1, Policy 1.3: Assure that new construction meets current structural and life safety standards.</li> <li>▪ Objective 1, Policy 1.5: Support development and amendments to building code requirements that meet city seismic performance goals.</li> <li>▪ Objective 1, Policy 1.6: Consider site soil conditions when reviewing projects in areas subject to liquefaction or slope instability.</li> <li>▪ Objective 1, Policy 1.7: Consider information about geologic hazards whenever city decisions are made that will influence land use, building density, building configurations, or infrastructure.</li> </ul> <p>Recreation and Open Space Element</p> <ul style="list-style-type: none"> <li>▪ Policy 1.12: Preserve historic and culturally significant landscapes, sites, structures, buildings, and objects.</li> </ul>
<i>San Francisco Construction Site Runoff Pollution Prevention Procedures</i> (2013)	<p>The <i>San Francisco Construction Site Runoff Pollution Prevention Procedures</i> is a program intended to reduce the discharge of pollution to the local storm drain system. The Construction Best Management Practices Handbook is intended to guide contractors and property owners to manage construction in a manner that protects San Francisco's bay and waterways. The requirements vary under different conditions, but can include the development of a SWPPP, plan review, stormwater treatment measures, runoff monitoring, and increased site inspections. The following chapters are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Chapter 2 addresses construction site planning and management including BMP inspection and maintenance.</li> <li>▪ Chapter 4 addresses the implementation of an Erosion and Sediment Control plan at the project site.</li> </ul>
<b>San Mateo County</b>	
<i>San Mateo County General Plan Policies</i> (2013)	<p>The <i>San Mateo County General Plan</i> was approved in November 1986 and the policies were updated in 2013. It contains policies that propose strategies for reducing soil erosion and the risk of geotechnical hazards to acceptable levels and support the integration of data on geotechnical hazards into the development review process. It also includes various programs, policies and regulations that are used to protect resources of historical, archaeological/paleontological, architectural or cultural significance (cumulatively referred to as Historic Resources). The following policies are relevant to the project:</p>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 2.23: Regulate Excavation, Grading, Filling, and Land Clearing Activities Against Accelerated Soil Erosion. Regulate excavation, grading, filling, and land clearing activities to protect against accelerated soil erosion and sedimentation.</li> <li>▪ Policy 15.20: Review Criteria for Locating Development in Geotechnical Hazard Areas. (A) Avoid the siting of structures in areas where they are jeopardized by geotechnical hazards, where their location could potentially increase the geotechnical hazard, or where they could increase the geotechnical hazard to neighboring properties; (B) Wherever possible, avoid construction in steeply sloping areas (general above 30 percent); and (C) Avoid unnecessary construction of roads, trails, and other means of public access into and through geotechnical hazard areas.</li> <li>▪ Policy 15.24: Incorporate Geotechnical Concerns During Review of Proposals for New Development. Incorporate geotechnical concerns into the review of proposals for new development through measures including but not limited to: (1) regulation of land use and limitation of density; (2) siting and design of roads, grading, utilities, improvements, and structures; (3) requiring site specific geotechnical investigations where appropriate and conformance to the recommendations of those investigations; (4) conformance to defined hazardous areas design criteria; and (5) conformance with established building code requirements.</li> <li>▪ Goal 5.1 Historic Resource Protection: Protect historic resources for their historic, cultural, social and educational values and the enjoyment of future generations.</li> <li>▪ Goal 5.3 Protection of Archaeological/Paleontological Sites: Protect archaeological/paleontological sites from destruction in order to preserve and interpret them for future scientific research, and public educational programs.</li> <li>▪ Goal 5.4 Historical Resources Inventory: Encourage the development of inventories of historical resources which have national, state and countywide significance.</li> <li>▪ Goal 5.5 Planning and Historic Preservation: Integrate historical preservation into the planning process of the County.</li> <li>▪ Goal 5.6 Increase Public Awareness: Develop increased public awareness of the County's heritage to foster widespread support and understanding for the need to preserve historical resources.</li> <li>▪ Policy 5.10 Educational Programs: Encourage cooperative educational programs by educational and historic groups.</li> <li>▪ Policy 5.11 Recognition of Historic Resources:             <ul style="list-style-type: none"> <li>a. Identify high priority resources in the comprehensive inventory and apply for their designation as State Point of Historic Interest, State Historical Landmark, or inclusion in the National Register of Historic Places.</li> <li>b. Establish historic districts for areas which include concentrations of historic resources found in the comprehensive inventory.</li> </ul> </li> <li>▪ Policy 5.14 Registration of Significant Archaeological/Paleontological Sites: Recommend State and/or national register status for significant archaeological/paleontological sites.</li> <li>▪ Policy 5.20 Site Survey: Determine if sites proposed for new development contain archaeological/paleontological resources. Prior to approval of development for these sites, require that a mitigation plan, adequate to protect the resource and prepared by a qualified professional, be reviewed and implemented as a part of the project.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 5.21 Site Treatment:               <ol style="list-style-type: none"> <li>a. Encourage the protection and preservation of archaeological sites.</li> <li>b. Temporarily suspend construction work when archaeological/paleontological sites are discovered. Establish procedures which allow for the timely investigation and/or excavation of such sites by qualified professionals as may be appropriate.</li> <li>c. Cooperate with institutions of higher learning and interested organizations to record, preserve, and excavate sites.</li> </ol> </li> <li>▪ Policy 5.25 Archaeological/Paleontological Resource Data Base: Maintain and update a comprehensive archaeological/paleontological data base.</li> <li>▪ Policy 5.26 Discovering Unrecorded Archaeological/Paleontological Sites: Support comprehensive studies to discover unrecorded archaeological and paleontological sites, particularly in areas under pressure for development.</li> </ul>
San Mateo County Grading Ordinance	The San Mateo County Grading Ordinance Chapter 8, Division VII includes regulatory provisions to reduce the adverse effects of grading, cut and fill operations, land clearing, water runoff, and soil erosion in an effort to conserve natural resources (such as topography and vegetation), as well as to protect health and safety, through the reduction or elimination of the hazards of earth slides, mud flows, rock falls, undue settlement, erosion, siltation, and flooding.
<b>City of Brisbane</b>	
<i>City of Brisbane General Plan, Chapter X, Community Health and Safety (2019)</i>	<p>The <i>City of Brisbane General Plan</i> was adopted in June 1994. The following policies from Chapter X, Community Health and Safety, which was amended in 2019, are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 149: Construct new buildings and retrofit existing ones to withstand seismic forces.</li> <li>▪ Policy 152: Consider issues of slope stability in conjunction with development applications. (A) Require soil and geologic investigations in areas identified as prone to slope instability; (B) Unless adequate mitigating measures are undertaken, prohibit land alteration, including any grading and structural development, in identified areas of slope instability; (C) Require topographical and soils information for all projects on slope identified over 20 percent; (D) Certificates of compliance shall be conditioned upon a comprehensive and detailed slope analysis; (E) Encourage placement of structures away from areas identified as prone to slope failure or erosion unless effective mitigation measures are proposed as part of the project design; (F) Require erosion control programs and revegetation on all disturbed slopes; and (G) Strictly enforce the provisions of the City's Grading Ordinance.</li> </ul>
City of Brisbane Grading Ordinance, Title 15 Buildings and Constructions	Chapter 15.01 of the Brisbane Municipal Code sets forth rules and regulations to control excavation, land disturbances, land fill and soil storage and erosion and sedimentation resulting from such activities.
<b>City of South San Francisco</b>	
<i>South San Francisco General Plan (1999)</i>	<p>The <i>South San Francisco General Plan</i> was adopted in October 1999. The Health and Safety Element (Chapter 8) contains guiding policies to minimize the risk to life and property from seismic activity and geologic hazards. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 8.1-G-1: Minimize the risk to life and property from seismic activity and geologic hazards in South San Francisco.</li> <li>▪ Policy 8.1-I-1: Steep hillside areas in excess of 30 percent grade should be retained in their natural state. Development of hillside sites should follow</li> </ul>

Plans and Policies	Summary
	<p>existing contours to the greatest extent possible. Grading should be kept to a minimum.</p>
<p><b>City of San Bruno</b></p>	
<p><i>City of San Bruno General Plan (2009)</i></p>	<p>The <i>San Bruno General Plan</i> was adopted in March 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy HS-B: Reduce the potential for damage from geologic hazards through appropriate site design and erosion control.</li> <li>▪ Policy HS-C: Reduce the potential for damage from seismic hazards through geotechnical analysis, hazard abatement, emergency preparedness, and recovery planning.</li> <li>▪ Policy HS-3: Require geotechnical investigation of all sites, except single-family dwellings, proposed for development in areas where geologic conditions or soil types are subject to landslide risk, slippage, erosion, liquefaction, or expansive soils.</li> <li>▪ Policy HS-4: Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and landform alteration.</li> <li>▪ Policy HS-5: Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 square feet in size.</li> <li>▪ Policy HS-7: Development in areas subject to seismic hazards, including ground shaking, liquefaction, and seismically induced landslides will comply with guidelines set forth in the most recent version of the California Division of Mines and Geology Special Publication 117.</li> <li>▪ Policy HS-9: In accordance with the Alquist-Priolo Special Studies Zones Act, do not permit structures across an active fault or within 50 feet of an active fault, except single-family wood frame dwellings where no other location on a lot is feasible. Require any new development to contract with geotechnical engineers to reduce potential damage from seismic activity.</li> <li>▪ Policy HS-10: Recommend a geologic report by a qualified geologist for construction or remodeling of all structures, including single-family dwellings, proposed within 100 feet of a historically active or known active fault. Geologic reports should recommend minimum setbacks, siting and structural safety standards, to reduce potential seismic hazards. Geologic reports must be filed with the State Geologist by the City within 30 days of receipt.</li> <li>▪ Policy ERC-45: If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, a qualified paleontologist should be retained to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.</li> </ul>
<p><b>City of Millbrae</b></p>	
<p>City of Millbrae Grading Ordinance, Title 9 Building Regulations</p>	<p>Chapter 9.45 of the City of Millbrae Municipal Code promotes public health, safety and general welfare; protects property from erosion, ground movement and flooding; limits the disturbance of natural terrain and vegetation to the minimum necessary to accommodate reasonable use of property; and encourages site preparation, which is visually harmonious with surrounding land uses. Policy 9.45.090 requires a geotechnical investigation to be prepared by a geotechnical engineer.</p>

Plans and Policies	Summary
<p><i>City of Millbrae General Plan (1998)</i></p>	<p>The <i>City of Millbrae General Plan</i> was adopted in 1998. It includes Chapter 8.3 Seismic Conditions and Hazards and Chapter 8.4 Local Geologic Hazards, which detail geologic and seismic hazards in San Bruno. The following safety policies and safety implementation programs to protect community health and safety from and natural and human-made hazards are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ S1.3, Minimize Geological Hazards. Require all geological hazards be adequately addressed and mitigated through project development. Development proposed within areas of potential geological hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.</li> <li>▪ S1.4, Seismic Safety. Assure existing and new structures are designed to protect people and property from seismic hazards.</li> <li>▪ S1.5, Geologic/Geotechnical Studies. Require geotechnical studies for development; such studies should determine the actual extent of geological/geotechnical hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location. Studies should evaluate development risk and determine the engineering precautions necessary to satisfactorily mitigate any risks.</li> <li>▪ S1.6, Geotechnical and Geologic Review. Require geotechnical and geologic review of development proposals in accordance with City procedures to assess potential seismic hazards, liquefaction, landsliding, mudsliding, erosion, sedimentation and settlement in order to determine if these hazards can be adequately mitigated. Once identified, all areas having unstable soil conditions and/or potential seismic hazards should be inventoried and monitored.</li> </ul> <p>The general plan does not specifically refer to paleontological resources. However, Goal LU2.5 is to identify and protect sites and structures of architectural, historical, archaeological, and cultural significance, which could be interpreted as including paleontological resources.</p>
<b>City of Burlingame</b>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The <i>Envision Burlingame General Plan</i> was adopted in January 2019 and includes the following objectives and policies as part of the Community Safety Element, to reduce the risks of life and property from seismic events:</p> <ul style="list-style-type: none"> <li>▪ Goal CS-7: Protect people and buildings in Burlingame by reducing the risks associated with geologic and seismic hazards.</li> <li>▪ Policy CS-7.1: Geotechnical and Structural Analysis: Require any site with a slope exceeding 10 percent to reference the Landslide Hazard Potential Zone maps of the State of California for all required geotechnical and structural analysis.</li> </ul>
<p><i>City of Burlingame Grading, Excavations, Fills Ordinance, Title 18 Building Construction</i></p>	<p>The purpose and policy of Chapter 18.20 of the City of Burlingame Municipal Code is the promotion of public welfare and safety through the establishment of minimum standards and requirements relating to excavation, grading and fills; to lessen the exposure to or probability of earth slides or flooding; and to establish procedures by which such requirements may be enforced.</p>

Plans and Policies	Summary
<b>City of San Mateo</b>	
<p><i>A Vision of San Mateo in 2030, Safety and Hazardous Waste Management Element and Conservation, Open Space, Parks &amp; Recreation Element (2010, 2011)</i></p>	<p>The Safety and Hazardous Waste Management Element of <i>A Vision of San Mateo in 2030</i> was adopted in October 2010, and the Conservation, Open Space, Parks, and Recreation Element was amended in 2011. The following goals and policies are relevant to the project:</p> <p>Safety Element</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Take steps to protect the community from unreasonable risk to life and property caused by seismic and geologic hazards.</li> <li>▪ Policy S 1.1: Geologic Hazards. Require site specific geotechnical and engineering studies, subject to the review and approval of the City Engineer and Building Official, for development proposed on sites identified [ . . ] as having moderate or high potential for ground failure. Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties.</li> <li>▪ Policy S 1.3: Erosion Control. Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15 percent or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.</li> </ul> <p>Conservation, Open Space, Parks, and Recreation</p> <ul style="list-style-type: none"> <li>▪ C/OS 7.1: Resource Protection. Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, and sociological merit.</li> </ul>
<b>City of Belmont</b>	
<p><i>City of Belmont General Plan (2017)</i></p>	<p>The City of Belmont Draft General Plan was adopted in 2017. The following goal, policies and actions are proposed to meet this goal:</p> <p>Conservation Element</p> <ul style="list-style-type: none"> <li>▪ Goal 5.12: Preserve and protect areas and sites of prehistoric, cultural, and archaeological significance.</li> <li>▪ Policy 5.12-1: Ensure that development avoids potential impacts to sites suspected of being archeologically, paleontologically, or culturally significant, tribal or otherwise, or of concern by requiring appropriate and feasible mitigation. <ul style="list-style-type: none"> <li>- <i>Action 5.12-1.a:</i> Establish guidelines and mitigation programs when sites of archaeological, paleontological, and/or cultural concern, tribal or otherwise, would be disturbed by development, including: <ul style="list-style-type: none"> <li>▪ Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive;</li> <li>▪ Determining the potential effects of development and construction on archaeological or paleontological resources (as required by CEQA);</li> <li>▪ Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and,</li> <li>▪ Implementing appropriate measures to avoid the identified impacts, as conditions of project approval.</li> </ul> </li> </ul> </li> <li>▪ Policy 5.12-2: If cultural, archaeological, or paleontological, or cultural resources, tribal or otherwise, are discovered during construction, grading</li> </ul>

Plans and Policies	Summary
	<p>activity in the immediate area shall cease and materials and their surroundings shall not to be altered or collected until evaluation by a qualified professional is completed.</p> <ul style="list-style-type: none"> <li>- <i>Action 5.12-2.a:</i> A qualified archaeologist or paleontologist must make an immediate evaluation and avoidance measures or appropriate mitigation should be completed, according to CEQA Guidelines.</li> <li>- <i>Action 5.12-2.b:</i> Use the State Office of Historic Preservation's recommendations for the preparation of Archaeological Resource Management Reports as guidelines.</li> </ul> <p>Safety Element</p> <ul style="list-style-type: none"> <li>▪ Policy 6.1-1: Continue to maintain and enforce appropriate standards to ensure new development is designed to meet current safety codes and requirements associated with seismic activity. Require public and private development to be located, designed, and constructed to minimize the risk of loss of life and injury in the event of a major earthquake or other natural disaster.</li> <li>▪ Policy 6.1-2: Continue to regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards on sites having a history or threat of seismic dangers, erosion, landslides, or shrink swell.</li> <li>▪ Policy 6.1-3: Prohibit development in areas at risk of landslides or high or very high liquefaction as shown in Figure 6-1, or on slopes steeper than 30 percent, unless detailed site investigations by licensed engineers ensure that risks do not exist, or can be reduced to acceptable levels and the structure will be protected for its expected life.</li> <li>▪ Policy 6.1-4 Continue to require geotechnical site analysis for proposed development on sites as specified in the Municipal Code, prior to allowing site development.</li> <li>▪ Policy 6.1-5: Geotechnical studies shall identify any geologic hazards affecting the proposed project site, any necessary mitigation measures, and a statement of the site's suitability for the proposed development and whether or not it will be safe from geologic hazard for its expected life. The study shall identify net developable areas, if any, based on landslide or ground shaking potential or erosion risk. Impacts from the development, such as those resulting from increased water runoff, shall also be determined. Such studies must be signed by a licensed Certified Engineering Geologist or Geotechnical Engineer and are subject to review and approval by City staff and/or contracted employees.</li> <li>▪ Policy 6.1-6: Require any geotechnical studies to include the study of expansive and creeping soils, as well as analysis of erosion, seismic, and other geotechnical hazards, and make recommendations, as warranted.</li> <li>▪ Policy 6.1-7: Prohibit mitigation measures for potential geotechnical hazards if those measures could adversely affect surrounding property, including the use of public rights-of-way, or adversely affect public health, safety, and welfare.</li> <li>▪ Policy 6.1-8: Ensure consideration of seismic and geologic hazards at the earliest possible point in the development process, preferably before comprehensive engineering work has commenced.</li> <li>▪ Policy 6.1-9: Require real estate transactions, development approval processes, and property titles to declare known or suspected seismic or</li> </ul>



Plans and Policies	Summary
	<p>geologic hazards on a property, including areas suspected of high or very high risk of liquefaction, shrink swell, or landslide.</p> <ul style="list-style-type: none"> <li>▪ Policy 6.1-10: Identify and catalogue structures that may be subject to serious structural damage in the event of a major earthquake, such as unreinforced masonry and soft story buildings, and provide information to property owners on ways to pay for rehabilitation of existing buildings.</li> </ul>
<i>City of Belmont Grading Ordinance, Chapter 9 Grading</i>	<p>Chapter 9 Grading promotes public health, safety, and general welfare; protects property from erosion, ground movement, and flooding; limits the disturbance of natural terrain and vegetation to the minimum necessary to accommodate reasonable use of property; and encourages site preparation that is visually harmonious with surrounding land.</p>
<b>City of San Carlos</b>	
<i>City of San Carlos General Plan (2009)</i>	<p>The <i>City of San Carlos General Plan</i> was adopted in October 2009. The following policies and program are relevant to the project:</p> <p>Community Safety and Services Element</p> <ul style="list-style-type: none"> <li>▪ Goal CSS-1: Reduce the potential loss of life, injury, and property damage due to seismic and geologic hazards.</li> <li>▪ Policy CSS-1.4: Enforce requirements of the Alquist-Priolo Special Studies Zones Act should any fault traces in San Carlos be discovered and prove to be active or potentially active.</li> <li>▪ Policy CSS-1.7: Continue to incorporate geotechnical hazard data into future land use decision-making, site design and construction standards.</li> <li>▪ Policy CSS-1.9: Continue to ensure that seismic hazards are mitigated to the greatest extent possible for critical public facilities, infrastructure and emergency services.</li> </ul> <p>Land Use Element</p> <ul style="list-style-type: none"> <li>▪ Goal LU-12: Protect San Carlos' historic and cultural resources to maintain and enhance a unique sense of place.</li> <li>▪ Policy LU-12.1: Evaluate historical and cultural resources early in the development review process through consultation with interested parties.</li> </ul>
<i>City of San Carlos Grading Ordinance, Title 12 Streets, Sidewalks, and Public Places</i>	<p>Chapter 12.08 Grading and Excavations provides minimum standards to safeguard life and limb, protect property and property values, preserve natural beauty, promote public welfare, protect and enhance water quality of watercourses, waterbodies and wetlands, and control erosion, sedimentation, increases in surface runoff and related environmental damage caused by construction-related activities, by regulating and controlling the design, construction, quality of materials, use, location and maintenance of grading, excavating and fill, land disturbances, land fill and soil storage in connection with the clearing and grading of land for construction, within the City.</p>
<b>City of Redwood City</b>	
<i>Redwood City General Plan (2010)</i>	<p>The <i>Redwood City General Plan</i> was adopted in October 2010. The following policies and program are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal PS-7: Minimize the potential damage to structures and loss of life that result from earthquakes and other geological hazards.</li> <li>▪ Policy PS-6.1: Identify structural types, land uses, and sites that are highly sensitive to earthquake activity and other geological hazards, and seek to abate or modify them to achieve acceptable levels of risk.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy PS-6.3: Work to ensure that structures and the public in Redwood City are exposed to reduced risks from seismic and geological events.</li> <li>▪ Goal PS-9: Maintain the ability of the Redwood City community to respond promptly, efficiently, and effectively in the event of a major earthquake or other natural or human-caused disaster.</li> <li>▪ Policy PS-9.1: Promote improved inter-jurisdictional consultation and communication regarding disaster or emergency plans of San Mateo County, and for seismic safety upgrades of public facilities and infrastructure such as dams, reservoirs, Bayfront levees, and highway structures. Continue to identify local hazards in Redwood City and plan for hazard mitigation and recovery.</li> <li>▪ Program BE-109: Cultural Resource Management Plan. Continue application of the Cultural Resources Management Plan, in compliance with the applicable California Environmental Quality Act regulations, for all historic sites that have a potential for the on-site discovery, reconnaissance, and identification of cultural resources.</li> </ul>
<b>Town of Atherton</b>	
<i>Atherton General Plan (2020)</i>	<p>The <i>Atherton General Plan</i> was updated in 2020. The following goals and policies in the Community Safety Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal CS-1: The Town recognizes the potential danger to public safety that may result from natural or man-made causes and seeks to minimize the public risks in such hazards.</li> <li>▪ Goal CS-2: Reduce the risk of injury, structure and property damage from exposure to seismic activity.</li> <li>▪ Policy CS-2.1: Support the Goals, Objectives and Policies contained in adopted Atherton local hazard mitigation plans and Emergency Operations Plans.</li> <li>▪ Policy CS-2.2: Public education, research and information dissemination on seismic hazards and emergency response shall be encouraged.</li> <li>▪ Policy CS-2.3: The Town shall seek to improve interjurisdictional cooperation with other agencies for geotechnical safety in land use planning, hazard prevention and emergency response.</li> </ul>
<b>City of Menlo Park</b>	
<i>City of Menlo Park General Plan Open Space/Conservation, Noise and Safety Element (2013)</i>	<p>The City of Menlo Park General Plan Open Space/Conservation, Noise and Safety Element includes goals and policies relevant to geologic and seismic safety and the protection of Historic Resources, including paleontological resources:</p> <ul style="list-style-type: none"> <li>▪ Policy S1.13 Geotechnical Studies. Continue to require site-specific geologic and geotechnical studies for land development or construction in areas of potential land instability as shown on the State and/or local geologic hazard maps or identified through other means.</li> <li>▪ Policy S1.14 Potential Land Instability. Prohibit development in areas of potential land instability identified on State and/or local geologic hazard maps, or identified through other means, unless a geologic investigation demonstrates hazards can be mitigated to an acceptable level as defined by the State of California.</li> <li>▪ Policy S1.15 Funding Earthquake Resistance Improvements. Support State and Federal financial assistance or tax incentive programs to encourage repair, demolition or abatement of earthquake hazardous structures.</li> <li>▪ Goal OSC3 is to Protect and Enhance Historic Resources through the implementation of the following policies:</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>- Policy OSC3.3 Archaeological or Paleontological Resources Protection: Protect prehistoric or historic cultural resources either on site or through appropriate documentation as a condition of removal. Require that when a development project has sufficient flexibility, avoidance and preservation of the resource shall be the primary mitigation measure, unless the City identifies superior mitigation. If resources are documented, undertake coordination with descendants and/or stakeholder groups, as warranted.</li> <li>- Policy OSC3.4 Prehistoric or Historic Cultural Resources Found During Construction: Require that if cultural resources, including archaeological or paleontological resources, are uncovered during grading or other on-site excavation activities, construction shall stop until appropriate mitigation is implemented.</li> </ul>

Santa Clara County	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994. The following polices from the Safety and Noise section are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy C-HS 28: Countywide strategies for reducing the threat of natural hazards to life and property should include: (a) Inventory hazards and monitor changing conditions; (b) Minimize the resident population within high hazard areas; (c) Design, locate, and regulate development within high hazard areas; (d) Reduce the magnitude of the hazard, if feasible; (e) Provide public information regarding natural hazards.</li> <li>▪ Policy C-HS 29: Inventories and mapping of natural hazards shall be adequately maintained for use in planning and decisionmaking.</li> <li>▪ Policy C-HS 33: Development in areas of natural hazards should be designed, located, and otherwise regulated to reduce associated risks, by regulating the type, density, and placement of development where it will not: (a) be directly jeopardized by hazards; (b) increase hazard potential; and (c) increase risks to neighboring properties.</li> <li>▪ Policy C-RC 49 and R-RC 81: Cultural heritage resources, which includes paleontological resources, within Santa Clara County should be preserved, restored wherever possible, and commemorated as appropriate for their scientific, cultural, historic and place values.</li> <li>▪ Policy C-RC 50 and R-RC 82: Countywide, the general approach to heritage resource protection should include the following strategies: 1) Inventory and evaluate heritage resources; 2) Prevent or minimize adverse impacts on heritage resources; and 3) Restore, enhance, and commemorate resources as appropriate.</li> <li>▪ Policy C-RC 51: Inventories of heritage resources should be maintained as the basis for local decisionmaking regarding such resources.</li> <li>▪ Policy C-RC 52: Prevention of unnecessary losses to heritage resources should be ensured as much as possible through adequate ordinances, regulations, and standard review procedures. Mitigation efforts, such as relocation of the resource, should be employed where feasible when projects will have significant adverse impact upon heritage resources.</li> <li>▪ Policy C-RC 54: Heritage resources should be restored, enhanced, and commemorated as appropriate to the value and significance of the resource.</li> </ul>

Plans and Policies	Summary
<i>Santa Clara County Geologic Ordinance, Division C12, Chapter IV, Geologic Provisions</i>	Chapter IV Geologic Provisions of the Santa Clara County Geologic Ordinance was adopted in March 2002 and establishes requirements for geologic evaluation of projects based on proposed land use and adopted official County Geologic Hazard Maps. The ordinance establishes requirements, rules, and regulations for the development of land that is on or adjacent to known potentially hazardous areas. The geologic investigation would be reviewed and approved by the county geologist prior to any project approval.
<i>Santa Clara County Grading and Drainage Ordinance, Division C12, Chapter III, Grading and Drainage</i>	Chapter III Grading and Drainage, effective in May 2013, establishes minimum standards for grading projects to control erosion and the production of sediment, as well as to control other related environmental damage such as destabilization and/or scarring of hillsides.
<b>City of Palo Alto</b>	
<i>City of Palo Alto Comprehensive Plan (2017)</i>	<p>The City of Palo Alto Comprehensive Plan has several relevant policies specific to geologic or paleontological resources:</p> <ul style="list-style-type: none"> <li>▪ Policy S2.7.1: As part of the construction permitting process for proposed new and redeveloped buildings in areas of identified hazard shown on MapS-2, structures that would affect the most people in a seismic event require submittal to the City of a geotechnical/seismic report that identifies specific risks and appropriate mitigation measures.</li> <li>▪ Policy S2.7.2: Review and update, as appropriate, City code requirements for excavation, grading, filling and construction to ensure that they conform to currently accepted and adopted State standards.</li> <li>▪ Policy L-7.18 requires project proponents to meet state codes and regulations regarding the identification and protection of archaeological and paleontological deposits, and unique geologic features.</li> </ul>
<i>City of Palo Alto Municipal Code, Title 16 Building Regulations</i>	Chapter 16.28 Grading and Erosion and Sediment Control provides for safe grading operations, to safeguard life, limb and property, and to preserve and enhance the natural environment, including, but not limited to, water quality, by regulating clearing and grading on private property. This chapter does not apply to grading associated with excavation in public streets, grading in connection with construction of a public improvement or public work for which inspection is provided by the city or other public agency, nor grading by a public utility.
<b>City of Mountain View</b>	
<i>Mountain View 2030 General Plan (2012)</i>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal PSA-5: The protection of life and property from seismic hazards.</li> <li>▪ PSA 5.1: New development. Ensure new development addresses seismically induced geologic hazards.</li> <li>▪ PSA 5.2: Alquist-Priolo zones. Development shall comply with the Alquist-Priolo Earthquake Fault Zoning Act.</li> <li>▪ Goal LUD-11: Preserve and protect important historic and cultural resources.</li> <li>▪ Policy LUD 11.5: Archaeological and paleontological site protection. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.</li> </ul>

Plans and Policies	Summary
<b>City of Sunnyvale</b>	
<p><i>Sunnyvale General Plan (2011)</i></p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal SN-1: Acceptable levels of risk for natural and human-caused hazards</li> <li>▪ Policy SN-1.1: Evaluate and consider existing and potential hazards in developing land use policies. Make land use decisions based on an awareness of the hazards and potential hazards for the specific parcel of land.</li> <li>▪ Goal CC-5: Protection of Sunnyvale’s heritage and heritage resources. To enhance, preserve, and protect Sunnyvale’s heritage including natural features, the built environment, and significant artifacts.</li> <li>▪ Policy CC-5.4: Seek out, catalog, and evaluate heritage resources which may be significant.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The <i>City of Santa Clara 2010–2035 General Plan</i> was adopted in November 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 5.10.5-G1 Protection of life, the environment and property from natural catastrophes and man-made hazards.</li> <li>▪ 5.10.5-P5 Regulate development, including remodeling or structural rehabilitation, to ensure adequate mitigation of safety hazards, including flooding, seismic, erosion, liquefaction and subsidence dangers.</li> <li>▪ 5.10.5-P6 Require that new development is designed to meet current safety standards and implement appropriate building codes to reduce risks associated with geologic conditions.</li> <li>▪ 5.10.5-P7 Implement all recommendations and design solutions identified in project soils reports to reduce potential adverse effects associated with unstable soils or seismic hazards.</li> <li>▪ 5.10.5-P16 Require new development to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity and protect water quality.</li> <li>▪ 5.10.5-P17 Require that grading and other construction activities comply with the Association of Bay Area Governments’ Manual of Standards for Erosion and Sediment Control Measures and with the CASQA, Stormwater Best Management Practice Handbook for Construction.</li> <li>▪ Goal 5.6.3-G1: Protection and preservation of cultural resources, as well as archaeological and paleontological sites.</li> <li>▪ Goal 5.6.3-G2: Appropriate mitigation in the event that human remains, archaeological resources, or paleontological resources are discovered during construction activities.</li> <li>▪ Policy 5.6.3-P1: Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural sites.</li> <li>▪ Policy 5.6.3-P2: Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.</li> <li>▪ Policy 5.6.3-P4: Require that a paleontologist/archaeologist monitor all grading and/or excavation if there is a potential to affect archaeological or paleontological resources.</li> <li>▪ Policy 5.6.3-P5: In the event that archaeological/paleontological resources are discovered, require that work be suspended until the significance of the find</li> </ul>

Plans and Policies	Summary
	and recommended actions are determined by a qualified archaeologist/paleontologist.
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The <i>Envision San José 2040 General Plan</i> was adopted in 2011 and updated in 2018. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal EC-3: Seismic Hazards: Minimize the risk of injury, loss of life, property damage, and community disruption from seismic shaking, fault rupture, ground failure (liquefaction and lateral spreading), earthquake-induced landslides, and other earthquake-induced ground deformation.</li> <li>▪ Policy EC-3.5: Locate, design, and construct vital public utilities, communication infrastructure, and transportation facilities in a manner that maximizes risk reduction and functionality during and after an earthquake.</li> <li>▪ Policy EC-4: Geologic and Soil Hazards: Minimize the risk of injury, loss of life, and property damage from soil and slope instability including landslides, differential settlement, and accelerated erosion.</li> <li>▪ Policy EC-4.5: Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 15 and April 15.</li> <li>▪ Policy EC-4.6: Evaluate development proposed in areas with soils containing naturally occurring asbestos (i.e., serpentinite) that would require ground disturbance and/or development of new residential or other sensitive uses, for risks to people from airborne asbestos particles during construction and post-construction periods. Hazards shall be assessed, at minimum, using guidelines and regulations of the Bay Area Air Quality Management District and the California Air Resources Board.</li> <li>▪ Policy ER-10.1: Proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archaeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.</li> <li>▪ Policy ER-10.3: Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.</li> <li>▪ Action ER-10.4: The City will maintain a file of archaeological and paleontological survey reports by location to make such information retrievable for research purposes over time.</li> </ul>

Sources: *City and County of San Francisco 2012b, 2014b; SFPUC 2013; County of San Mateo 2013a; City of Brisbane 2019; City of South San Francisco 1999; City of San Bruno 2009; City of Millbrae 1998; City of Burlingame 2019; City of San Mateo 2010b, 2011b; City of Belmont 2017a; City of San Carlos 2009; City of Redwood City 2010; Town of Atherton 2020; City of Menlo Park 2013; County of Santa Clara 1994; City of Palo Alto 2017a; City of Mountain View 2012; City of Sunnyvale 2011; City of Santa Clara 2010; City of San Jose 2018*

BMP = best management practice  
 CASQA = California Stormwater Quality Association  
 CEQA = California Environmental Quality Act  
 SWPPP = stormwater pollution prevention plan

## Hazardous Materials and Wastes

**Table 9 Regional and Local Plans and Policies Relevant to Hazardous Materials and Wastes**

Plans and Policies	Summary
<b>City and County of San Francisco</b>	
<i>San Francisco General Plan (2004)</i>	<p>The City of San Francisco General Plan was adopted in 1996, and the Environmental Protection Element was amended in 2004. The following objectives and policy are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Objective 19: Promote source reduction through reduced use of hazardous materials and generation of hazardous waste.</li> <li>▪ Objective 21: Control illegal disposal and eliminate land disposal of untreated waste.</li> <li>▪ Policy 22.1: Ensure proper emergency response preparation.</li> </ul>
<i>San Francisco Department of Public Health, Environmental Health – Hazardous Materials and Waste Program (2013)</i>	<p>The Hazardous Materials and Waste Program is the state-designated enforcement program in San Francisco for the Hazardous Materials Unified Program Agency. Enforcement includes inspections of regulated businesses at least once every three years. San Francisco also regulates hazardous materials storage and use, hazardous waste treatment, and underground storage tanks under this program. Guidance on permitting and enforcement is provided in the San Francisco Health Code. The following policies are relevant to the project:</p> <p>Article 21: Hazardous Materials</p> <ul style="list-style-type: none"> <li>▪ Sec. 1116 (a): All persons and businesses shall handle all hazardous materials regulated by this article in conformity with the provisions of this Code, the San Francisco Building Code, San Francisco Electric Code, San Francisco Public Works Code, San Francisco Fire Code and San Francisco City Planning Code. The Director of Health shall approve all installation, construction, repair or modification, closure, and removal of storage facilities.</li> <li>▪ Sec. 1150: No person shall deposit, discharge or dispose of any hazardous material or container holding a hazardous material upon any public street, sidewalk, park or other public right-of-way or public place or deposit, discharge or dispose of any hazardous material or container holding a hazardous material in a receptacle intended for refuse collection unless authorized by this article or other applicable code or federal or State law. No person shall handle a hazardous material in such a manner as to cause or threaten to cause an unauthorized release of hazardous material to any public place or any parcel, lot, lands, water or waterways within the City and County of San Francisco.</li> <li>▪ Sec. 1151 (a): As soon as a person or business or any employee, authorized representative, agent or designee of the business or other person who is required to have a certificate of registration has reason to conclude that an unauthorized release of a hazardous material may have occurred at an establishment, such person or business or any employee, authorized representative, agent or designee of the business or other person shall immediately notify the Department and the California Office of Emergency Services if required by that agency's regulations under the circumstances.</li> <li>▪ Sec 1152: Whenever an unauthorized release occurs at an establishment, the Department may inspect the establishment to determine whether</li> </ul>

Plans and Policies	Summary
	<p>continued hazardous materials handling at such establishment is suitable or whether the establishment should be subject to enforcement action. In making such a determination, the Director of Health shall consider the age of the establishment, the methods of containment, the concentration of the hazardous materials contained, the severity of a potential unauthorized release, and the suitability of other long-term preventive measures that meet the objectives of this article. Enforcement action may be taken by the Director of Health as set forth in this article.</p> <ul style="list-style-type: none"> <li>▪ Sec. 1153 (a): Any owner of real property having reason to believe that an abandoned UST or establishment containing hazardous materials ("hazardous materials establishment") is located on or under the real property or is located under the surface of any improved or unimproved public street, sidewalk, alley, court or other place dedicated for or subject to an easement for public access that is immediately adjacent to the real property shall make a reasonable effort to locate and identify such a hazardous materials establishment or UST. Whenever an abandoned hazardous materials establishment or UST is located, said owner of real property shall file a plan for the closing or the upgrading and registering or permitting of such hazardous materials establishment or UST within 30 days of its discovery. The closure plan shall conform to the standards specified in Section 1154 and regulations promulgated by the Director of Health.</li> <li>▪ Sec. 1153 (b): In the event that the Director of Health has reason to believe that an abandoned hazardous materials establishment or UST is located on or under any real property within the City and County of San Francisco, the Director shall notify in writing the owner of the real property that an abandoned hazardous materials establishment or UST may be located on or under the real property and compliance with this article is required. If the Director has reason to believe that an abandoned hazardous materials establishment or UST is located under the surface of any improved or unimproved public street, sidewalk, alley, court or other place dedicated for or subject to an easement for public access, the Director shall provide the notice to the owner of the immediately adjacent property.</li> <li>▪ Sec. 1153 (c): If any other City official notifies a person, business or other responsible party of the existence of an abandoned hazardous materials establishment or UST on or under the person's property or under public property adjacent to the person's property, the official shall send a copy of the notification to the Director of Health. The Director of Health shall cooperate with such City official to ensure that the abandoned hazardous materials establishment or UST is registered or permitted or closed in conformity with this article.</li> </ul>
<p><i>San Francisco Department of Public Health, Environmental Health – City and County of San Francisco Solid Waste Management Program (2004)</i></p>	<p>Private industry manages hazardous waste and collecting, handling, transporting, treating, storing, and disposing of hazardous waste generated in San Francisco. The City and County of San Francisco under the Chief Administrative Officer, Solid Waste Management Program, administers the local hazardous waste management process. Guidance on waste collection procedures and penalties are provided in Article 6, Garbage and Refuse, of the <i>San Francisco Health Code</i>. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Section 288: Construction and Demolition Debris. No commercial establishment, dwelling, householder or other person or entity, including the City and County of San Francisco, shall place out for regular refuse collection any construction and demolition debris. Unless otherwise required by Chapter 14 of the Environment Code or acceptable in an on-</li> </ul>



Plans and Policies	Summary
	<p>site residential or commercial recycling or composting collection program, construction and demolition debris must be disposed of at a construction and demolition debris facility registered pursuant to Chapter 14 of the Environment Code.</p>
<p><b>San Mateo County</b></p>	
<p><i>San Mateo County General Plan Policies (2013)</i></p>	<p>The San Mateo County General Plan was approved in November 1986, and the policies were updated in 2013. The following goals and policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Goal 16.47: Strive to Protect Life, Property, and the Environment From Hazardous Material Exposure. Strive to protect public health and safety, environmental quality, and property from the adverse effects of hazardous materials through adequate and responsible management practices.</li> <li>▪ Goal 16.48: Strive to Ensure Responsible Hazardous Waste Management. Strive to ensure that hazardous waste generated within San Mateo County is stored, treated, transported and disposed of in a legal and environmentally safe manner so as to prevent human health hazard and/or ecological disruption</li> <li>▪ Goal 16.49: Strive to Reduce Public Exposure to Hazardous Materials. Strive to reduce public exposure to hazardous materials through programs which: (1) promote safe transportation, (2) prevent accidental discharge, and (3) promote effective incident response, utilizing extensive inventory and monitoring techniques.</li> <li>▪ Goal 16.50: Reduce Public Exposure to Hazardous Waste. Strive to reduce public exposure to hazardous waste through programs which: (1) emphasize decreased generation of hazardous waste, (2) promote increased disposal capability for small generators of hazardous waste, including households and small businesses, (3) promote safe transportation of hazardous waste, (4) promote treatment and processing techniques as alternatives to landfill disposal of hazardous waste, and (5) prevent illegal disposal of hazardous waste.</li> </ul>
<p><i>County of San Mateo North Fair Oaks Community Plan (2011)</i></p>	<p>North Fair Oaks is an unincorporated part of San Mateo County, and the North Fair Oaks Community Plan was adopted in 2011. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 22A: Promote the clean-up and reuse of contaminated and toxic sites to protect both resident health and the local environment. Where the source of the contamination is known, require appropriate mitigation measures and cleanup of sites by the parties responsible.</li> <li>▪ Policy 22B: Prevent soil and water contamination from industrial operations and other activities that use, produce, or dispose of hazardous or toxic substances.</li> <li>▪ Policy 22C: Require regional and state agencies to provide adequate mitigation and community benefits as part of any railroad and other infrastructure improvements to address current and future impacts.</li> <li>▪ Policy 22D: Require strict assessment and adequate mitigation that meet state and national standards for site cleanup when redeveloping existing industrial and contaminated sites.</li> </ul>
<p><i>San Mateo County Municipal Code, Title 4 Sanitation and Health</i></p>	<p>Chapter 4.92 of the San Mateo County Municipal Code protects protect health, life, the environment, and property through the prevention and control of the unauthorized discharge of hazardous substances. The following policies are relevant to the project:</p>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Section 4.92.040: General Obligation—Safety and Care. (A) No person, agency or entity shall cause, suffer or permit the storage of hazardous substances: (1) in a manner which violates any provision of this chapter or any other applicable federal or state laws or regulations; or (2) in a manner which causes or creates significant risk of causing an unauthorized discharge of hazardous substances. (B) All such hazardous substances shall be contained in compliance with the terms and conditions set forth in the CUPA permit.</li> <li>▪ Section 4.92.050: Requirements for CUPA permits. (A) Any person, agency or entity must apply for and be issued a CUPA permit from environmental health prior to commencing any of the following activities: (1) Storage of hazardous substances above threshold quantities established in Section 25507 of California Health and Safety Code; (2) Generation, treatment, storage, disposal, transport or offer for transport of any hazardous waste, excluding waste generated incidental to owning and/or maintaining one's own place of residence; (3) Ownership or operation of a UST containing any hazardous substance, until the UST has been permanently closed pursuant to Section 4.92.080 of this chapter and in accordance with Title 23 of the California Code of Regulations; (4) Storage of petroleum products in aboveground tanks regulated under Chapter 6.67 of Division 20 of California Health and Safety Code; or (5) Operation of a process regulated by Chapter 6.95 of Division 20 of California Health and Safety Code.</li> <li>▪ Section 4.92.070: Unauthorized releases—Cleanup responsibility. Any person, agency or entity responsible for storing hazardous substances shall take all steps necessary to remedy the effects of any unauthorized discharge or threatened unauthorized discharge of hazardous substances, regardless of reason or cause. If the responsible party fails to act promptly, the County may seek reimbursement for any actions it undertakes to minimize the effects of said unauthorized discharge or threatened unauthorized discharge of hazardous substances.</li> </ul>
<b>City of Brisbane</b>	
<p><i>City of Brisbane General Plan</i> (2019)</p>	<p>The <i>City of Brisbane General Plan</i> was adopted in June 1994. The following policies from Chapter X, Community Health and Safety, which was amended in 2019, are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 166: Protect the community's health, safety, welfare, natural resources and property through regulation of the handling and storage of hazardous materials, with specific focus on prevention of accidents.</li> <li>▪ Policy 167: Provide information on hazardous materials and non-hazardous substitutes to residents and businesses.</li> <li>▪ Policy 168: Encourage the County of San Mateo to establish a safe collection station for hazardous wastes from households and small businesses that is convenient and accessible to Brisbane citizens, as addressed in the Household Hazardous Waste Element of the Integrated Waste Management Plan.</li> <li>▪ Policy 171: Investigate any existing and proposed use of Brisbane's circulation system to transport hazardous waste in regard to safety.</li> <li>▪ Policy 172: Establish that it is of the highest priority that contaminated lands in Brisbane be remediated.</li> <li>▪ Policy 173: The City shall not grant approval of a development project on a contaminated site unless a plan for remediation of the site has first been</li> </ul>

Plans and Policies	Summary
	<p>approved and adopted by all Federal, State, and local agencies having jurisdiction over the remediation plan.</p> <ul style="list-style-type: none"> <li>▪ Policy 174: Include the remediation requirements of Federal, State and local agencies in the process of making determinations on land use designations and development applications.</li> <li>▪ Policy 175: Assure that any development otherwise permitted on lands filled with municipal waste is safe by implementing additional programs.</li> </ul>
<b>City of South San Francisco</b>	
<p><i>South San Francisco General Plan (1999)</i></p>	<p>The <i>South San Francisco General Plan</i> was adopted in October 1999. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy 8.3-G-1: Reduce the generation of solid waste, including hazardous waste, and recycle those materials that are used, to slow the filling of local and regional landfills, in accord with the California Integrated Waste Management Act of 1989.</li> <li>▪ Policy 8.3-G-2: Minimize the risk of life and property from the generation, storage, and transportation of hazardous materials and waste in South San Francisco. Comply with all applicable regulations and provisions for the storage, use, and handling of hazardous substances as established by federal (USEPA), State (DTSC, RWQCB, Cal-OSHA, Cal-EPA), and local (County of San Mateo, City of South San Francisco) regulations.</li> <li>▪ Policy 8.3-I-1: Continue to work toward reducing solid waste, increasing recycling, and complying with the San Mateo County Integrated Waste Management Plan.</li> <li>▪ Policy 8.3-I-4: Establish an ordinance specifying routes for transporting hazardous materials.</li> </ul>
<b>City of San Bruno</b>	
<p><i>City of San Bruno General Plan (2009)</i></p>	<p>The City of San Bruno General Plan addresses the following issues: land use, planning, transportation, public facilities, economic development, open space, health and safety, and noise. The General Plan includes a Health and Safety chapter. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy HS-E: Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.</li> <li>▪ Policy HS-23: Ensure appropriate cleanup of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.</li> <li>▪ Policy HS-24: Control the transport of hazardous substances to minimize potential hazards to the local population. Identify appropriate regional and local routes for transportation of hazardous materials, and require that fire and emergency personnel can easily access these routes for response to spill incidents.</li> <li>▪ Policy HS-28: Require that lead-based paint and asbestos surveys be conducted by qualified personnel prior to structural demolition or renovation, in buildings constructed prior to 1980.</li> <li>▪ Policy HS-29: Require abatement of lead-based paint and asbestos prior to structural renovation and demolition, and compliance with all State, federal, OSHA, Bay Area Air Quality Management District, and San Mateo County Health, Environmental Health Divisions rules and regulations.</li> <li>▪ Policy HS-30: Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction</li> </ul>

Plans and Policies	Summary
	<p>workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with federal, State, and local rules, regulations, policies, and guidelines.</p> <ul style="list-style-type: none"> <li>▪ Policy HS-31: Require that developers compact infill soil following the removal of underground storage tanks.</li> </ul>
<b>City of Millbrae</b>	
<i>Millbrae General Plan (1998)</i>	<p>The <i>City of Millbrae General Plan</i> was adopted in November 1998. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy S1.21: Evaluate new development prior to development approvals on site which may contain hazardous materials.</li> <li>▪ Policy S1.22: Require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.</li> <li>▪ Policy SIP-13: Hazardous Materials Storage Tanks. A comprehensive investigation of hazardous materials storage tanks should be undertaken when development is proposed. The potential hazard of any tanks or former tank sites found should then be evaluated using Cal-EPA and local regulatory guidelines, and remediated.</li> <li>▪ Policy SIP-14: Hazardous Soils. Sites within Millbrae, which have contaminated with hazardous substances, should be cleaned through decontamination of soils and filtration of groundwater.</li> </ul>
<b>City of Burlingame</b>	
<i>Envision Burlingame General Plan (2019)</i>	<p>The <i>Envision Burlingame General Plan</i> was adopted in 2019. The following goals and policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy IF-5.5: Construction Waste Recycling Require demolition, remodeling, and major new development projects include salvaging or recycling asphalt and concrete and all other nonhazardous construction and demolition materials to the maximum extent practicable.</li> <li>▪ Policy IF-5.10: Hazardous Waste. Work with providers and businesses to provide convenient hazardous and e-waste facilities for the community.</li> <li>▪ Goal CS-6: Protect residents, workers, and visitors from hazardous materials through improved regulations, disposal practices, location and site design requirements, and public information and education.</li> <li>▪ Policy CS-6.1: Hazardous Materials Storage and Disposal. Require the proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fire, or the release of harmful fumes. Coordinate with the Fire Department to identify and monitor preincident plans associated with hazardous materials storage and use.</li> <li>▪ Policy CS-6.4: Proximity of Residents to Hazardous Materials. Assess future residents' exposure to hazardous materials when new residential development or sensitive populations are proposed within the Live/Work land use designation. Do not allow residential development or sensitive populations if such hazardous conditions cannot be mitigated to an acceptable level of risk.</li> </ul>

Plans and Policies	Summary
<b>City of San Mateo</b>	
<p><i>A Vision of San Mateo in 2030, Safety and Hazardous Waste Management Element (2010)</i></p>	<p><i>A Vision of San Mateo in 2030</i> was adopted in October 2010. The General Plan includes a <i>Safety and Hazardous Waste Management Element</i> that sets forth the City's goals and policies which are intended to minimize risk to people and property. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Goal 5: Protect the community's health, safety and welfare relating to the use, storage, transport, and disposal of hazardous materials.</li> <li>▪ Policy S5.2: Adopt by reference all goals, policies, implementation measures, and supporting data contained in the San Mateo County hazardous Waste Management Plan.</li> <li>▪ Policy S5.4: Transportation Routes. Restrict the transportation of hazardous materials and waste to truck routes designated in Circulation Policy C-1.3, and limit such transportation to non-commute hours.</li> <li>▪ Policy S5.10: Require the clean-up of contaminated sites indicated on the Hazardous Waste and Substance Sites List published by the DTSC and/or the health department in conjunction with the substantial site development or redevelopment, where feasible.</li> </ul>
<b>City of Belmont</b>	
<p><i>Belmont 2035 General Plan (2017)</i></p>	<p>The <i>Belmont General Plan</i> was updated in November 2017. The City of Belmont General Plan addresses the following issues: land use, circulation, parks recreations and open space, conservation, safety and noise. The General Plan includes a Safety chapter sets forth policies to ensure the safety of community members. The following goal and policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Goal 6.3: Protect soils, surface water, and groundwater from contamination from hazardous materials.</li> <li>▪ Policy 6.3-1: Facilitate clean-up programs at contaminated sites, particularly on properties with the potential to develop or be reused for public purposes.</li> <li>▪ Policy 6.3-2: Require applicants for development projects in a potentially contaminated location to perform inspection and cleanup if the site is found to be contaminated with hazardous substances.</li> <li>▪ Policy 6.3-3: Require project applicants of potentially contaminated sites to have the site inspected by a registered Environmental Assessor. Reports detailing the results must be submitted for City review, and level of remediation and cleanup must be in compliance with federal and State standards.</li> </ul>
<p><i>Belmont Village Specific Plan (2017)</i></p>	<p>The Belmont Village Specific Plan was adopted in November 2017. Chapter 6 of the plan, Environmental Sustainability, Health and Safety, includes goals and policies related to hazardous material. The following are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Goal 6.4: Ensure that infill development projects minimize exposure to hazardous materials and toxic air contaminants.</li> <li>▪ Policy 6.4-1: Require remediation and cleanup of any contaminated sites in the Belmont Village Planning Area to levels required for the proposed new land use, where hazardous materials have impacted soil, surface water, or groundwater. Remediation and cleanup will be in compliance with federal and State standards. Documentation of the site investigation and cleanup must be provided to City staff during development project review.</li> </ul>

Plans and Policies	Summary
<b>City of San Carlos</b>	
<p><i>San Carlos 2030 General Plan</i> (2009)</p>	<p>The <i>San Carlos 2030 General Plan</i> was adopted in October 2009. The City of San Carlos General Plan addresses the following issues: land use, housing, circulation, environmental management, parks &amp; recreation, community safety, and noise. The General Plan includes a Community Safety and Services chapter that implements polices that address hazardous materials. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy CSS-4.3: Mitigate hazard exposure to and from new development projects through the environmental review process, design criteria and standards enforcement.</li> <li>▪ Policy CSS-4.4: Mitigate indoor air intrusion potential in areas of new development or redevelopment where the property is located above known volatile compound plumes.</li> <li>▪ Policy CSS-4.5: Where deemed necessary, based on the history of land use, require site assessment for hazardous and toxic soil contamination prior to approving development project applications.</li> <li>▪ Policy CSS-4.6: Prohibit land uses and development which emit odors, particulates, light glare, or other environmentally sensitive contaminants from being located within proximity of schools, community centers, senior homes and other sensitive receptors. Sensitive receptors shall be prohibited from locating in the proximity of environmentally sensitive contaminants.</li> </ul>
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan</i> (2010)</p>	<p>The <i>Redwood City General Plan</i> was adopted in October 2010. The City of Redwood City General Plan addresses the following issues: housing, building community, public safety, natural resources, and implantation plan. The General Plan includes a Public Safety chapter that addresses polices to ensure public safety. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy PS-48: Establish development standards for new development and redevelopment in areas previously used for commercial, agricultural, or industrial uses to identify and abate hazardous material releases from prior land uses that have the potential to affect future property owners or users. A Phase I Environmental Site Assessment should be required where appropriate and environmental testing and/or remediation may be required based on the findings of the Phase I.</li> <li>▪ Policy PS-57: Require conformance with Bay Area Air Quality Management District Asbestos Airborne Toxic Control Measure (CCR, Title 17, 93105) for all discretionary projects and all projects requiring a grading permits that are located in areas likely to contain naturally occurring asbestos (serpentine or ultramafic rock).</li> </ul>
<b>Town of Atherton</b>	
<p><i>Atherton General Plan</i> (2020)</p>	<p>The <i>Atherton General Plan</i> was updated in January 2020. The Town of Atherton General Plan addresses the following issues: land use, circulation, housing, open space &amp; conservation, noise, and community safety. The General Plan includes a Community Safety chapter that addresses polices to ensure public safety. The following goal is relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Goal CS-1: The Town recognizes the potential danger to public safety that may result from natural or man-made causes and seeks to minimize the public risks in such hazards.</li> </ul>

Plans and Policies	Summary
<b>City of Menlo Park</b>	
<p><i>City of Menlo Park General Plan Open Space/Conservation, Noise and Safety Element (2013)</i></p>	<p>The City of Menlo Park General Plan Open Space/Conservation, Noise and Safety Element includes goals and policies relevant to hazardous materials and wastes:</p> <ul style="list-style-type: none"> <li>▪ Policy S1.17: Minimize risk associated with hazardous materials by assessing exposure to hazardous materials of new residential development and sensitive populations near existing industrial and manufacturing areas. Minimize risk associated with hazardous materials.</li> <li>▪ Policy S1.18: Continue to require developers to conduct an investigation of soils, groundwater and buildings affected by hazardous-material potentially released from prior land uses in areas historically used for commercial or industrial uses, and to identify and implement mitigation measures to avoid adversely affecting the environment or the health and safety of residents or new uses.</li> <li>▪ Policy S1.19: Continue to require that sites planned for housing be cleared of hazardous materials (paint, solvents, chlorine, etc.) and the hazardous materials disposed in compliance with State and Federal laws.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994. The Hazardous Materials subsection of the Santa Clara County General Plan includes a multi-pronged strategy for reducing risk from hazardous wastes. The following goal, strategies, and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 7.2: Human life and property protected from exposure to man-made hazards, such as unhealthy noise levels, hazardous wastes and materials, aviation accidents, and unsafe structures.</li> <li>▪ Strategy 1: Manage hazardous materials safely and effectively by adhering to adopted building and development standards (i.e., Uniform Fire Code, Uniform Building Code, Hazardous Materials Management Plan, etc.), the County and cities can ensure that new development is designed and maintained in a manner that will shield or distance people and the environment from dangerous materials and activities.</li> <li>▪ Strategy 2: Ensure the adequacy of local hazardous waste treatment facilities. Where the use of hazardous materials is deemed necessary and appropriate, the County and cities should enforce reliance upon safe and cost-effective procedures. Through adoption and enforcement of the County Hazardous Waste Management Plan and other mandated hazardous materials programs, the County and cities can also ensure the safety, availability and adequacy of local hazardous waste treatment and disposal facilities.</li> <li>▪ Policy C-HS 14: All feasible measures to safely and effectively manage hazardous materials and site hazardous materials treatment facilities should be used, including complying with all federal and state mandates.</li> <li>▪ Policy C-HS 15: To achieve a more effective, efficient and economical regulatory environment, all feasible means to simplify and coordinate locally-implemented hazardous materials management regulations should be considered.</li> </ul>

Plans and Policies	Summary
<p><i>County of Santa Clara Hazardous Waste Program</i></p>	<p>The purpose of the Hazardous Waste Program is to properly handle, recycle, treat, store, and dispose of all hazardous wastes to prevent potential harm to human health and the environment. The requirements of the program are:</p> <ul style="list-style-type: none"> <li>▪ Obtain and maintain an active USEPA identification number</li> <li>▪ Submit annually a record of all hazardous materials stored and disposed of in a <i>Hazardous Materials Business Plan</i></li> </ul>
<p><i>Santa Clara County Ordinance Code, Division B11</i></p>	<p>The Santa Clara County Department of Environmental Health Hazardous Materials Compliance Division regulates the storage and handling of hazardous materials through hazardous materials building permits and storage permits. The Ordinance Code includes a Hazardous Materials Storage Ordinance, which defines hazardous materials and requires hazardous materials business plans. The goal is to protect health, life, resources and property through prevention and control of unauthorized discharges and hazardous materials.</p>
<p><b>City of Palo Alto</b></p>	
<p><i>Palo Alto Comprehensive Plan (2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan</i> was adopted in July 2007, and updated in November 2017. The City of Palo Alto General Plan addresses the following issues: land use, transportation, natural environment, safety, community services &amp; facilities, business &amp; economics, and governance. The General Plan includes a Safety chapter that addresses policies to ensure public safety. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Program S3.1.1: Continue City permitting procedures for commercial and industrial storage, use and handling of hazardous materials and regulate the commercial use of hazardous materials that may present a risk of off-site health or safety effects.</li> <li>▪ Policy S-3.2: Continue working with appropriate agencies to identify and clean up hazardous waste sites and contaminated groundwater.</li> <li>▪ Policy S-3.3: Support public health by requiring as part of development review, property owners and private entities to disclose the presence of contaminated soil or groundwater, identify potential health impacts, prevent vapor intrusion and remediate contamination.</li> <li>▪ Policy S-3.4: Support public agency policies, regulations, legislation and programs that implement Santa Clara County's Hazardous Materials Management Program.</li> <li>▪ Policy S-3.6: Work with the appropriate agencies, including Caltrain, to decrease the risks associated with rail infrastructure in Palo Alto, including the movement of hazardous materials through the city and the dangers of passenger trains in a fully-developed, populated environment.</li> <li>▪ Program S3.6.1: Work with the freight industry to monitor the contents of freight trains intersecting Palo Alto for potentially hazardous materials and to establish accountability for accidents and spills.</li> </ul>
<p><b>City of Mountain View</b></p>	
<p><i>Mountain View 2030 General Plan (2012)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012. The General Plan addresses the following issues: Planning areas, land use &amp; design, mobility, infrastructure &amp; conservation, parks, open space, &amp; community facilities, noise, and public safety. The General Plan includes a Public Safety chapter that addresses policies to ensure public safety. The following policies are relevant to this project:</p>



Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy Goal INC-18: Prevention and remediation of contamination in groundwater, surface water, soil and from soil vapor and vapor intrusion.</li> <li>▪ Policy INC 18.1: Contamination prevention. Protect human and environmental health from environmental contamination.</li> <li>▪ Policy INC 18.2: Contamination cleanup. Cooperate with local, state and federal agencies that oversee environmental contamination and cleanup.</li> <li>▪ Policy INC 20.3: Pollution-reduction technologies. Encourage the use of non-fossil fuels and other pollution-reduction technologies in transportation, machinery, and industrial processes.</li> </ul>
<b>City of Sunnyvale</b>	
<p><i>Sunnyvale General Plan (2011)</i></p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011. The General Plan addresses the following issues: community vision, land use &amp; transportation, community character, housing, safety &amp; noise, and environmental management. The General Plan includes a Public Safety chapter that addresses polices to ensure public safety. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy SN-1.1: Evaluate and consider existing and potential hazards in developing land use policies. Make land use decisions based on an awareness of the hazards and potential hazards for the specific parcel of land.</li> <li>▪ Policy SN-1.5: Promote a living and working environment safe from exposure to hazardous materials.</li> <li>▪ Policy SN-1.6a: Provide a specially trained and equipped response team capable of mitigating emergencies resulting from hazardous materials leaks, spills and discharges and conduct related inspections and permit activities.</li> <li>▪ Policy SN-1.6c: Consider regional hazardous materials response system.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The <i>City of Santa Clara 2010–2035 General Plan</i> was adopted in November 2010. The City of Santa Clara General Plan addresses the following issues: community, general plan organization, history, major strategies, goals &amp; policies, local &amp; regional planning context, and turning the general plan into action. The General Plan includes a Public Safety chapter that addresses polices to ensure public safety. The following policies are relevant to this project:</p> <ul style="list-style-type: none"> <li>▪ Policy 5.10.5-P22: Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with applicable regulations.</li> <li>▪ Policy 5.10.5-P23: Require appropriate clean-up and remediation of contaminated sites.</li> <li>▪ Policy 5.10.5-P24: Protect City residents from the risks inherent in the transport, distribution, use and storage of hazardous materials.</li> <li>▪ Policy 5.10.5-P26: Survey pre-1980 buildings and abate and lead-based paint and asbestos prior to structural renovation and demolition, in compliance with all applicable regulations.</li> </ul>

Plans and Policies	Summary
<b>City of San Jose</b>	
<i>Envision San José General Plan (2018)</i>	<p>The General Plan of the City of San Jose stipulates where new hazardous waste facilities may be located and how hazardous materials will be regulated.</p> <ul style="list-style-type: none"> <li>▪ Policy ES-1.4: Encourage and enable new schools, public or private, to avoid locations that could pose health and safety risks to children (e.g., locations near industrial uses, hazardous material storage, and excessive noise).</li> <li>▪ Policy ES-3.16: Coordinate and implement a comprehensive program designed to control and mitigate harmful effects resulting from the storage, use and transport of hazardous materials.</li> </ul>
City of San Jose Municipal Code	<p>The City of San Jose regulates hazardous materials storage, requiring monitoring plans and permits.</p> <ul style="list-style-type: none"> <li>▪ Section 17.68.010: The purpose is the protection of health, life, resources, and property through prevention and control of unauthorized discharges of hazardous materials.</li> <li>▪ Section 17.68.300: Each facility must have a hazardous materials management plan in place, and if it handles hazardous materials above certain usage thresholds, must submit an annual inventory.</li> <li>▪ Section 17.68.600: Any entity that stores hazardous materials must keep a current storage permit.</li> </ul>

Sources: *City and County of San Francisco 2004a; County of San Mateo 2011, 2013a; City of Brisbane 2019; City of South San Francisco 1999; City of San Bruno 2009; City of Millbrae 1998; City of Burlingame 2019; City of San Mateo 2010b; City of Belmont 2017a, 2017b; City of San Carlos 2009; City of Redwood City 2010; Town of Atherton 2020; City of Menlo Park 2013; County of Santa Clara 1994; City of Palo Alto 2017a; City of Mountain View 2012; City of Santa Clara 2010; City of Sunnyvale 2011; City of San Jose 2018*

Cal-EPA = California Environmental Protection Agency  
 Cal-OSHA = California Occupational Safety and Health Administration  
 CCR = California Code of Regulations  
 CUPA = Certified Unified Program Agency  
 DTSC = California Department of Toxic Substances Control  
 RWQCB = Regional Water Quality Control Board  
 USEPA = U.S. Environmental Protection Agency  
 UST = underground storage tank

## Safety and Security

**Table 10 Regional and Local Plans and Policies Relevant to Safety and Security**

Plan and Policies	Summary
<b>Regional</b>	
<i>San Francisco Bay Area Regional Emergency Coordination Plan (2008)</i>	The <i>San Francisco Bay Area Regional Emergency Coordination Plan</i> builds on California’s existing Standardized Emergency Management System and provides a framework for collaboration among responsible entities, coordination across disciplines and levels of government, resource sharing, and regional decisionmaking. It establishes provisions for organizing command centers, federal aid requests and distribution, and coordination with external organizations including federal responder agencies.
<i>Taming Natural Disasters 2010 Update (2010)</i>	<p>The Association of Bay Area Governments adopted the <i>Taming Natural Disasters 2010 Update</i> in 2011. This document includes the following strategies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Infrastructure 2-(a-4): Retrofit or replace critical lifeline infrastructure facilities and/or their backup facilities that are shown to be vulnerable to damage in natural disasters.</li> <li>▪ Transportation 3-(a-15): Ensure that transit operators, private ambulance companies, cities, and/or counties have mechanisms in place for medical transport during and after disasters that take into consideration the potential for reduced capabilities of roads following these same disasters.</li> <li>▪ Hazards and Public Education 5-(g-5): Facilitate and/or coordinate the distribution of emergency preparedness or mitigation materials that are prepared by others, such as by making the use of the internet or other electronic means, or placing materials on community access channels or in city or utility newsletters, as appropriate.</li> <li>▪ Hospitals and Other Critical Health Care Facilities 3-(a-3): Ensure health care facilities are adequately prepared to care for victims with respiratory problems related to smoke and/or particulate matter inhalation.</li> <li>▪ Critical Facilities Owned by Government 1-(Strategy GOVT a-1): Assess the vulnerability of critical facilities (such as city halls, fire stations, operations and communications headquarters, community service centers, seaports, and airports) to damage in natural disasters and make recommendations for appropriate mitigation.</li> <li>▪ Coordination Among Local Governments 2-(d-2): Recognize that emergency services is more than the coordination of police and fire response; it also includes planning activities with providers of water, food, energy, transportation, financial, information, and public health services.</li> </ul>
<b>City and County of San Francisco</b>	
<i>City of San Francisco General Plan (2012)</i>	<p>The <i>City of San Francisco General Plan</i> was adopted in 1996, and the Community Safety Element was updated in 2012. The following policies from the Community Safety Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Objective 1: Reduce structural and non-structural hazards to life safety and minimize property damage resulting from disasters.</li> <li>▪ Policy 1.1: Continue to support and monitor research about the nature of seismic hazards in the Bay Area, including research on earthquake prediction, warning systems and ground movement measuring devices, and about earthquake resistant construction and the improved performance of structures.</li> <li>▪ Policy 1.2: Research and maintain information about emerging hazards such as terrorism threats and communication failures.</li> <li>▪ Policy 1.3: Assure that new construction meets current structural and life safety standards.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 1.18: Identify and replace vulnerable infrastructure and critical service lifelines in high-risk areas.</li> <li>▪ Policy 22.1: Ensure proper emergency response preparation.</li> </ul>
<i>San Francisco All-Hazards Strategic Plan Update (2010)</i>	<p>The <i>San Francisco All-Hazards Strategic Plan Update</i> was adopted on February 19, 2010. It establishes strategic goals, objectives, and examples of performance indicators to enhance the City's ability to deter, prevent, respond to, and recover from natural and human-caused disasters. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Strategic Goal #4: Improve community disaster preparedness and response capabilities.</li> <li>▪ Strategic Goal #8: Develop and implement a comprehensive critical infrastructure protection program which includes the city's critical assets.</li> <li>▪ Objective 8.1: Train and exercise City personnel and critical infrastructure and key resource owners and operators to improve their organizations' abilities to protect against, prevent, respond to, recover from, and mitigate potential and actual threats to critical infrastructure and key resources.</li> <li>▪ Objective 8.2: Assess and implement protective measures for the City's high-profile critical infrastructure and key resources.</li> <li>▪ Strategic Goal #16: Strengthen joint information center and emergency information and warning capabilities.</li> </ul>
<i>City and County of San Francisco Hazard Mitigation Plan (2014)</i>	<p>The <i>City and County of San Francisco Hazard Mitigation Plan</i> was adopted on October 21, 2014. The Hazard Mitigation Plan assesses the risk to San Francisco by natural and human-caused hazards, and consists of mitigation strategies for reducing the impacts of those risks. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Implement disaster-resistant measures in San Francisco's existing and future built environment.</li> <li>▪ Goal 2: Build and support local capacity to enable the City government and the greater San Francisco community to prepare for, respond to, and recover from disasters.</li> <li>▪ Goal 4: Reduce the possibility of damages and losses due to weather-related hazards, including drought, flood, heat, landslide, wind, and climate change.</li> <li>▪ Goal 5: Reduce the possibility of damages and losses due to other hazards, including pandemic, reservoir failure, wildlife, urban configuration, and human-caused hazards.</li> </ul>
<i>City and County of San Francisco Emergency Response Plan (2017)</i>	<p>The <i>City and County of San Francisco Emergency Response Plan</i> was adopted in December 2010 and updated in May 2017. The plan describes the coordination, roles, and responsibilities of responding agencies and how the City works with state and federal partners during an emergency. There are no specific goals or objectives relevant to the project.</p>
<b>San Mateo County</b>	
<i>San Mateo County General Plan Policies (2013)</i>	<p>The <i>San Mateo County General Plan</i> was approved in November 1986, and the goals and policies were updated in 2013. The following goals and objectives associated with natural and human-made hazards are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 15.1: Minimizing Risks from Natural Hazards. Minimize the potential risks resulting from natural hazards, including but not limited to, loss of life, injury, damage to property, litigation, high service and maintenance costs, and other social and economic dislocations.</li> <li>▪ Goal 16.35: Minimize Risks Surrounding Airports. Minimize health and safety risks from hazards related to aircraft operations for persons living and working in areas surrounding San Mateo County airports.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal 16.37: Promote Orderly Development At and Surrounding Airports. Promote orderly development of airports and surrounding areas to ensure a safe environment for local citizens and aircraft operations.</li> <li>▪ Policy 16.43: Regulate development location and height in areas surrounding airport activities to protect air navigation requirements. Measures may include height criteria based upon an approach surface or other representative air flight path.</li> </ul>
<p><i>San Mateo County Hazard Mitigation Plan (2016)</i></p>	<p>The <i>San Mateo County Hazard Mitigation Plan</i> was adopted in July 2016 as a way to reduce long-term risks associated with both natural and human-caused hazards. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Protect life and property.</li> <li>▪ Goal 3: Promote hazard mitigation as an integrated public policy and as a standard business practice.</li> <li>▪ Goal 4: Increase the resilience of infrastructure and critical facilities.</li> <li>▪ Goal 7: Improve community emergency management capability.</li> <li>▪ Objective 1: Improve understanding of the locations, potential impacts, and linkages among threats, hazards, vulnerability, and measures needed to protect life safety and health.</li> <li>▪ Objective 2: Establish and maintain partnerships among all levels of government, the private sector, community groups, and institutions of higher learning that improve and implement methods to protect life and property.</li> <li>▪ Objective 4: Encourage incorporation of mitigation measures into repairs, major alterations, new development, and redevelopment practices, especially in areas subject to substantial hazard risk.</li> <li>▪ Objective 5: Promote and implement hazard mitigation plans and projects that are consistent with state, regional, and local climate action and adaptation goals, policies, and programs.</li> <li>▪ Objective 6: Advance community resilience through preparation, adoption, and implementation of state, regional, and local multi-hazard mitigation plans and projects.</li> <li>▪ Objective 7: Encourage life and property protection measures for all communities and structures located in hazard areas.</li> <li>▪ Objective 8: Actively promote effective coordination of regional and local hazard mitigation planning and action among state agencies, cities, counties, special districts, tribal organizations, councils of governments, metropolitan planning organizations, and regional transportation to create resilient and sustainable communities.</li> </ul>
<p><i>Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport (2012)</i></p>	<p>The Comprehensive Airport Land Use Compatibility Plan includes the following relevant safety and security policies:</p> <p>Compatibility Policy: policies, standards, and criteria applicable within the AIA and contained in the ALUCP are designed to (1) minimize the exposure of the public to noise and safety hazards, (2) provide for safer aircraft operations, (3) protect the airport from encroachment and minimize incompatible development in the immediate vicinity of the airport, and (4) ensure notification of prospective buyers of real estate of the presence of the Airport and aircraft overflights.</p> <p>General policies related to safety and security include:</p> <p>Policy GP-8 Land Use Compatibility Planning Coordination</p> <p>Policy GP-8.1 Notification and Review of Proposed Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ Any proposed land use policy action that affects property within the project referral area, Area B of the AIA must be referred to the Airport Land Use</li> </ul>

Plan and Policies	Summary
	<p>Commission (the C/CAG Board) for a determination of consistency with the relevant policies of the ALUCP.</p> <p>Policy GP-8.2 Notification to Airport of Proposed Land Use Policy Actions</p> <ul style="list-style-type: none"> <li>▪ The C/CAG shall encourage local governments to inform the Airport of proposed land policy actions within Area B of the AIA.</li> </ul> <p>Policy GP-10 Proposed Local Agency Actions Requiring Review by the Airport Land Use Commission (C/CAG Board) identifies the types of projects requiring review by the Board</p> <p>Policy GP-12 identifies the Airport Land Use Commission (C/CAG Board) Consistency Determination Process for proposed land uses</p> <p>Safety policies included in the plan include:</p> <p>Safety Policy SP-1 Safety Compatibility Zones – the ALUCP establishes safety compatibility zones in the vicinity of SFO</p> <p>Safety Policy SP-2 Safety Compatibility Land Use Criteria -- The land use compatibility criteria for safety are established in the ALUCP. The safety compatibility criteria are generally based on the guidelines provided in the California Airport Land Use Planning Handbook.</p> <p>Airspace Protection Policy – This policy establishes the process to evaluate proposed land uses with respect to airspace protection policies of the ALUCP and FAA airspace review process and extent of FAA authority related to airspace protection.</p> <p>Policy AP-1 Compliance With 14 CFR Part 77, Subpart B, Notice Of Proposed Construction Or Alteration</p> <ul style="list-style-type: none"> <li>▪ AP-1.1 Local Government Responsibility to Notify Project Sponsors -- Local governments should notify sponsors of proposed projects at the earliest opportunity to file Form 7460-1, Notice of Proposed Construction or Alteration, with the FAA for any proposed project that would exceed FAA notification heights.</li> <li>▪ AP-1.2 FAA Aeronautical Study Findings Required Before Processing Development Application -- The sponsor of a proposed project that would exceed FAA notification heights shall present to the local government permitting agency with the application for a development permit, a copy of the findings of the FAA's aeronautical study. It is the responsibility of the local agency to consider the FAA determination study findings as part of its review and decision on the proposed project.</li> </ul> <p>Policy AP-2 Compliance With Findings of FAA Aeronautical Studies -- Project sponsors shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking and lighting of their structures for their proposed projects to be deemed consistent with the ALUCP.</p> <p>Policy AP-3 Maximum Compatible Building Height -- In order to be deemed consistent with the ALUCP the maximum height of a new building must be the lower of the height shown on the SFO critical aeronautical surfaces map in the ALUCP or the maximum height determined not to be a hazard to air navigation by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.</p> <p>Policy AP-4 Other Flight Hazards Are Incompatible -- Proposed land uses with characteristics that may cause visual, electronic, or wildlife hazards to aircraft taking off or landing at the Airport or in flight are incompatible in Area B of the AIA. They may be permitted only if the uses are consistent with FAA rules and regulations.</p>
<p><i>Comprehensive Airport Land Use Compatibility Plan for</i></p>	<p>The Comprehensive Airport Land Use Compatibility Plan includes the following relevant safety and security policies:</p>

Plan and Policies	Summary
<p><i>the Environs of San Carlos Airport (2016)</i></p>	<p>Compatibility Policy: policies, standards, and criteria applicable within the AIA and contained in the ALUCP are designed to (1) minimize the exposure of the public to noise and safety hazards, (2) provide for safer aircraft operations, (3) protect the airport from encroachment and minimize incompatible development in the immediate vicinity of the airport, and (4) ensure notification of prospective buyers of real estate of the presence of the Airport and aircraft overflights.</p> <p>General policies related to safety and security include:</p> <p>Policy GP-8 Land Use Compatibility Planning Coordination</p> <p>Policy GP-8.1 Notification and Review of Proposed Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ Any proposed land use policy action that affects property within the project referral area, Area B of the AIA must be referred to the Airport Land Use Commission (the C/CAG Board) for a determination of consistency with the relevant policies of the ALUCP.</li> </ul> <p>Policy GP-8.2 Notification to Airport of Proposed Land Use Policy Actions</p> <ul style="list-style-type: none"> <li>▪ The C/CAG shall encourage local governments to inform the Airport of proposed land policy actions within Area B of the AIA.</li> </ul> <p>Policy GP-10 Proposed Local Agency Actions Requiring Review by the Airport Land Use Commission (C/CAG Board) identifies the types of projects requiring review by the Board</p> <p>Policy GP-12 identifies the Airport Land Use Commission (C/CAG Board) Consistency Determination Process for proposed land uses</p> <p>Safety policies included in the plan include:</p> <ul style="list-style-type: none"> <li>▪ Safety Compatibility Policy 1 – Evaluating Safety Compatibility for New Development -- The safety compatibility of proposed uses within the Airport Influence Area for San Carlos Airport shall be evaluated in accordance with the policies set forth in the ALUCP.</li> <li>▪ Airspace Protection Policy 1 – Airspace Protection Compatibility for New Development -- The airspace protection compatibility of proposed land uses within the Airport Influence Area shall be evaluated in accordance with the policies in the ALUCP including airspace protection surfaces depicted in the ALUCP and the FAA’s notification surface depicted in the ALUCP.</li> <li>▪ Airspace Protection Policy 2 – Requirements for FAA Notification of Proposed Construction -- Proponents of projects involving construction of structures or other objects in the vicinity of San Carlos Airport that may exceed the height standards defined in FAR Part 77, Subpart C must submit notification of the proposal to the FAA where required by the provisions of FAR Part 77, Subpart B and by the California Public Utilities Code, sections 21658 and 21659.</li> <li>▪ Airspace Protection Policy 3 – Compliance with Findings of FAA Aeronautical Studies -- Project proponents shall be required to comply with the findings of FAA aeronautical studies with respect to any recommended alterations in the building design and height and any recommended marking or lighting of their structures for their proposed projects to be deemed consistent with the ALUCP.</li> <li>▪ Airspace Protection Policy 4 – Airspace Obstruction Criteria -- The C/CAG Board’s criteria for determining the acceptability of a project with respect to height shall be based on: the standards set forth in FAR Part 77, Subpart C and applicable airport design standards published by the FAA. Additionally, the C/CAG Board shall, where an FAA aeronautical study or a proposed structure / object has been required, take into account the results of that study.</li> <li>▪ Airspace Protection Policy 5 – Maximum Compatible Building Height -- In order to be deemed consistent with the ALUCP the maximum height of a new building</li> </ul>

Plan and Policies	Summary
	<p>/ structure must be the lower of the height of the controlling airspace protection surface shown in ALUCP or the maximum height determined not to be a hazard to air navigation by the FAA in an aeronautical study prepared pursuant to the filing of Form 7460-1.</p> <ul style="list-style-type: none"> <li>▪ Airspace Protection Policy 6 – Other Flight Hazards are Incompatible -- Land uses that may cause visual, electronic, navigational, or wildlife hazards to aircraft in flight or taking off or landing at San Carlos Airport are incompatible in Area B of the Airport Influence Area. These uses may be permitted only if the uses are determined to be consistent with FAA rules and regulations.</li> </ul>
<b>City of Brisbane</b>	
<p><i>City of Brisbane General Plan (2019)</i></p>	<p>The <i>City of Brisbane General Plan</i> was adopted on June 21, 1994. The following policies from the Community Health and Safety Element, which was amended in 2019, are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 156: Take advantage of technology to require built-in fire safety systems using appropriate materials and technology.</li> <li>▪ Policy 157: Administer and enforce health and safety codes related to fire safety on an on-going basis.</li> <li>▪ Policy 158: Provide a level of fire protection proportional to the size, risks, and service demands of the community within budgetary constraints.</li> <li>▪ Policy 160: Provide a level of police protection of persons and property proportional to the size and law enforcement needs of the community within budgetary constraints.</li> <li>▪ Policy 161: Participate in mutual aid and other reciprocal response plans to support established response times and provide adequate police protection.</li> <li>▪ Policy 163: Continue to ensure a three minute emergency response average and a ten minute average response to other calls for service.</li> </ul>
<p>City of Brisbane Municipal Code</p>	<p>The City of Brisbane Municipal Code consists of local laws and ordinances enacted and enforced by the local municipality. The following sections are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ 10.44.010 Railway Gates: No person shall drive any vehicle through, around, or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is closed or is being opened or closed.</li> <li>▪ 10.44.020 Trains not to block crossings: No person shall cause or permit any railway train or railway cars or similar vehicle on rails to stop or stand, or to be operated in such a manner as to prevent the use of any street for the purposes of travel for a period of time longer than ten (10) minutes, except that this provision shall not apply to railway trains, cars or similar vehicles on rails while blocking or obstructing a crossing because of an accident which requires the operator of the train, car or similar vehicle on rails to stop at or near the scene of the accident.</li> </ul>
<p><i>City of Brisbane Emergency Operations Plan (2015)</i></p>	<p>The <i>City of Brisbane Emergency Operations Plan</i> was adopted on October 27, 2015. It establishes policies and procedures and assigns responsibilities to ensure the effective management of emergency operations in the City of Brisbane. There are no specific goals or objectives relevant to the project.</p>
<b>City of South San Francisco</b>	
<p><i>City of South San Francisco General Plan (1999, 2014)</i></p>	<p>The <i>City of South San Francisco General Plan</i> was adopted in 1999. The following policies are relevant to the project:</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>▪ Policy 4.3-G-2: Provide safe and direct pedestrian routes and bikeways between and through residential neighborhoods, and to transit centers.</li> </ul>



Plan and Policies	Summary
	<p>Health and Safety</p> <ul style="list-style-type: none"> <li>▪ Policy 8.4-G-1: Minimize the risk to life and property from fire hazards in South San Francisco.</li> <li>▪ Policy 8.4-G-2: Provide fire protection that is responsive to citizens' needs.</li> <li>▪ Policy 8.4-I-3: Require site design features, fire retardant building materials, and adequate access as conditions for approval of development or improvements to reduce the risk of fire within the City.</li> <li>▪ Policy 8.5-G-1: Provide police services that are responsive to citizen's needs to ensure a safe and secure environment for people and property in the community.</li> <li>▪ Policy 8.5-I-1: Ensure adequate police staff to provide rapid and timely response to all emergencies and maintain the capability to have minimum average response times.</li> <li>▪ Policy 8.6-G-1: Use the City's Emergency Response Plan as the guide for emergency management in South San Francisco.</li> </ul>
<p>City of South San Francisco Municipal Code</p>	<p>The City of South San Francisco Municipal Code consists of local laws and ordinances enacted and enforced by the local municipality. The following sections are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ 11.12.070 Authority to break trains in emergency: Any police officer has authority to order a train blocking any grade crossing to be uncoupled or broken at the grade crossing in order to permit the passage of any emergency vehicle while such vehicle is engaged in any emergency call or mission</li> <li>▪ 11.20.190 Blocking crossings: It is unlawful for any person to cause or permit any train or railway cars or similar vehicle on rails to stop or stand or to be operated in such a manner as to prevent the use of any street for the purposes of travel for a period of time longer than ten minutes. This provision shall not apply to trains, cars or similar vehicles on rails while blocking or obstructing a crossing because of an accident which requires the operator of the train, car or similar vehicle on rails to stop at or near the scene of the accident.</li> </ul>
<b>City of San Bruno</b>	
<p><i>City of San Bruno General Plan (2009)</i></p>	<p>The <i>City of San Bruno General Plan</i> was adopted on March 24, 2009. The following policies are relevant to the project:</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>▪ T-A: Provide for efficient, safe, and pleasant movement for all transportation modes - vehicles, bicycles, transit, and pedestrians.</li> <li>▪ T-43: Create a "pedestrian-friendly" environment surrounding the BART and Caltrain stations by installing additional street trees, lighting, signage, and widening sidewalks along streets adjacent to these stations.</li> <li>▪ T-46: As rail capacity increases with expanded BART and Caltrain service, install pedestrian safety measures—such as clear markings, safety gates, alternative routes, or overcrossings—at all at-grade railway crossings in the city. At grade-separated locations, provide safe pedestrian under-crossings.</li> <li>▪ T-81: Provide for public safety and efficient operation in the planning, construction, and maintenance of transportation facilities.</li> </ul> <p>Health and Safety</p> <ul style="list-style-type: none"> <li>▪ HS-A: Reduce the risk of loss of life, injuries, loss of property, or resources due to natural hazards. Recognize the interrelationship between potential land use plans and land capacity constraints.</li> </ul> <p>Public Facilities and Services</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ PFS-F: Provide adequate public safety services for all San Bruno properties—including police protection, fire suppression, emergency medical care, and emergency management.</li> <li>▪ PFS-26: Ensure adequate staffing and facilities for the City's Police and Fire departments to achieve desired levels of service, particularly surrounding transit areas and along urban-interface hazard.</li> </ul>
<i>San Bruno Local Hazard Mitigation Plan Annex (2012)</i>	<p>The <i>Local Hazard Mitigation Plan Annex</i> supplements the 2011 <i>Association of Bay Area Governments Local Hazard Mitigation Plan</i>. While there are no specific goals/ policies, the plan provides relevant information regarding safety and security in the City of San Bruno. The plan identifies the hazards a community faces, assesses the vulnerability to the hazards, and identifies specific actions that can be taken to reduce the risks from said hazards. The City of San Bruno is currently in the process of updating <i>the Local Hazard Mitigation Plan</i>.</p>
<b>City of Millbrae</b>	
<i>City of Millbrae General Plan (1998)</i>	<p>The <i>City of Millbrae General Plan</i> was adopted on November 24, 1998. The following goals and policies from Chapter 8, Safety Element, are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal S1: Protect Community Health and Safety from Natural and Man-Made Hazards.</li> <li>▪ Goal S1.20: Airport Safety. Regulate land uses in the vicinity of San Francisco International Airport to assure safety of aircraft and of persons and property near the Airport. Limit building height easterly of El Camino Real consistent with the Millbrae Station Area Specific Plan.</li> <li>▪ Goal S2: Prepare for Emergency Situations.</li> <li>▪ Policy S2.4: Adequate Police and Fire Services. The City shall continue to maintain police and fire departments adequate in manpower, equipment and resources to respond to any fire or other localized emergency within the City. Use of supplemental volunteers should be considered.</li> <li>▪ Policy S2.6: Access for Emergency Vehicles. Provide adequate access for emergency vehicles and equipment, including providing a second means of ingress and egress to all development. Do not permit new cul-de-sacs in excess of 500 feet in length, unless there is secondary emergency access approved by the Fire Chief.</li> </ul>
<i>Millbrae Station Area Specific Plan (2016)</i>	<p>The <i>Millbrae Station Area Specific Plan</i> was adopted on February 10, 2016. The following goals and policies are relevant to the project:</p> <p>Circulation and Parking</p> <ul style="list-style-type: none"> <li>▪ P-CP 4: Enhance pedestrian safety at signalized intersections with pedestrian countdown signals, signal timing that minimizes pedestrian wait times and provides adequate crossing times (3.5 feet per second), crosswalks at all approaches, continental and/or high visibility crosswalk striping, corner bulb-outs, and perpendicular ADA standard curb cuts on all corners.</li> <li>▪ P-CP 7: Increase bicycle visibility to other road users through enhanced treatments at intersections, including bicycle signal detection (using bicycle-oriented loop detectors or push buttons) and colored pavement markings.</li> </ul> <p>Utilities and Public Services</p> <ul style="list-style-type: none"> <li>▪ P-UTIL 15: Ensure the San Mateo County Sherriff's Office and BART Police Department work together to determine the boundary of each department's primary jurisdiction, and explore the potential need for a police substation at the station, through a Memorandum of Understanding or other means when development projects come forward in the areas near the Millbrae Station.</li> </ul>

Plan and Policies	Summary
<p>City of Millbrae Municipal Code</p>	<p>The City of Millbrae Municipal Code consists of local laws and ordinances enacted and enforced by the local municipality. The following sections are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ 9.55.010 Buildings Hazardous to Air Navigation- Buildings in excess of thirty feet within Federal Aviation Agency rules. No building permits for any building exceeding thirty feet in height and which building falls within the notice criteria established by Part 77 of Chapter 1, Title 14, of the Code of Federal Regulations, shall be issued until notice of the proposed construction is given to the Federal Aviation Agency as required in said regulations, and an acknowledgment is issued by said agency that said structure does not represent a hazard to air navigation. [ . . . ] (Ord. 221, § 1; 1976 Code § 9-11.01; 1966 Code § 7170).</li> </ul>
<b>City of Burlingame</b>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The <i>Envision Burlingame General Plan</i> was adopted in January 2019. The following goals and policies are relevant to the project:</p> <p>Mobility</p> <ul style="list-style-type: none"> <li>▪ Goal M-1: Achieve and maintain a citywide circulation network that provides safe, efficient, and convenient mobility for all users and modes of transportation.</li> <li>▪ M3-2 Safe and Functional Network: Ensure that roadway intersections, crossings, on-street bicycle lanes (Class II), separated bicycle paths (Class I), and other bicycle network facilities provide safe and comfortable connections to support continuous bicycle routes.</li> <li>▪ M-3.4 Bicycle-Transit Integration: Design and construct bicycle and transit facilities so they reduce conflicts between cyclists and buses along transit corridors, while also ensuring these new facilities improve access to transit and support intermodal trips.</li> <li>▪ M-4.3 California High Speed Rail: Review, comment, and participate in regional discussions related to California High Speed Rail on the Peninsula. Work with the California High Speed Rail Authority to consider plans for high speed rail development and access to high speed rail hubs if these improvements do not result in locally-unacceptable safety, environmental, traffic, visual, or noise impacts on the community.</li> </ul> <p>Infrastructure</p> <ul style="list-style-type: none"> <li>▪ Goal IF-4: Protect people and property from the adverse effects of flooding through a stormwater system that adequately moves runoff from existing and future development, prevents property damage due to flooding, and improves environmental quality.</li> </ul> <p>Community Safety Element</p> <ul style="list-style-type: none"> <li>▪ Goal CS-1: Ensure high quality, responsive police services necessary to deter crime and support a safe and secure community.</li> <li>▪ CS-1.3 Response Times: Identify, monitor and achieve appropriate minimum police response times for all call priority levels.</li> <li>▪ Goal CS-2: Ensure coordinated and effective fire and emergency medical services to maintain the health, safety, and well-being of the Burlingame community.</li> <li>▪ Goal CS-3: Protect Burlingame residents, property and businesses by ensuring preparedness for an effective response to natural and human-caused disasters</li> <li>▪ CS-3.8 Rail Agency Coordination: Coordinate with the Peninsula Corridor Joint Powers Board (Caltrain) and the California High Speed Rail Authority to ensure that new train services, including electrification and higher speeds, do not result in overburdened safety risks to the community both in terms of infrastructure and access.</li> </ul>

Plan and Policies	Summary
City of Burlingame Municipal Code	<p>The City of Burlingame Municipal Code consists of local laws and ordinances enacted and enforced by the local municipality. The following sections are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>13.48.010 Trains Blocking Streets: Unlawful to block street for longer than five minutes.</li> </ul>
<b>City of San Mateo</b>	
<p><i>A Vision of San Mateo in 2030, Safety and Hazardous Waste Management Element and Circulation Element (2010, 2015)</i></p>	<p><i>A Vision of San Mateo in 2030</i> was adopted on October 18, 2010 and the Circulation Element was updated on April 6, 2015. The following goals and policies are applicable to the project:</p> <p>Circulation</p> <ul style="list-style-type: none"> <li>C 3.5: Promote the elimination of existing at grade crossing to improve local circulation and safety.</li> <li>C 3.6: Depress the rail line through the downtown with street crossings remaining at grade as Caltrain service is increased and high speed rail through the corridor is implemented. Depressing the rail line in downtown should include examination of a tunnel alternative and potential use of air rights.</li> </ul> <p>Safety and Hazardous Waste Management</p> <ul style="list-style-type: none"> <li>Goal 3: Maintain adequate fire and life safety protection from wildland fires.</li> <li>Goal 4: Minimize potential damage to life, environment and property through timely, well prepared and well-coordinated emergency preparedness, response plans, and programs.</li> <li>Policy S.4.1: Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, earthquakes, and flooding due to dam failure, tsunami, peak storms and dike failure. Increase public awareness of potential hazards and the City's emergency readiness and response program.</li> <li>Policy S.4.2: Maintain adequate evacuation routes as identified by arterial streets.</li> </ul>
<p><i>San Mateo Downtown Area Plan (2009)</i></p>	<p>The City of San Mateo adopted the <i>San Mateo Downtown Area Plan</i> on May 18, 2009. The plan includes the following policy applicable to the project:</p> <ul style="list-style-type: none"> <li>Policy VI.3: Railway Improvements. Depress the rail line through the downtown street crossings remaining at grade as Caltrain service is increased and high- speed rail through the corridor is implemented. Depressing the rail line should include examination of a tunnel alternative and potential use of air rights to fulfill Downtown Plan goals and policies.</li> </ul>
<p><i>San Mateo Rail Corridor Transit-Oriented Development Plan (2005)</i></p>	<p>The City of San Mateo adopted the <i>San Mateo Rail Corridor Transit-Oriented Development Plan</i> on June 6, 2005. The plan includes the following goals and policies relevant to the project:</p> <ul style="list-style-type: none"> <li>Objective 1C: Improve Pedestrian and Bicycle Environment and Connections to Transit Stations and throughout the Plan Area. Safe and convenient pedestrian and bicycle connections to transit stations are critical factors in making TOD successful. Pedestrian and bicycle connectivity must be enhanced to provide improved access to stations as well as other interconnections throughout the Plan area, including where vehicular connections are infeasible, with safe, direct, and attractive sidewalks, trails, or pathways. If possible, link and continue the existing linear open space in the Franklin / Bay Meadows I project to a new pedestrian pathway or linear green in the future Bay Meadows development that connects to the Hillsdale Station.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Objective 1H: Improve Train Station Areas. Improve seating, shelter, signage, lighting, automobile and bicycle parking, and pedestrian and vehicular access to rail stations and platforms.</li> <li>▪ Policy 4.4: Improve East-West access via new grade separated rail crossings.</li> <li>▪ Policy 4.10: Establish safe and convenient pedestrian and bicycle routes where existing barriers currently prohibit connections.</li> </ul>
<b>City of Belmont</b>	
<p><i>City of Belmont 2035 General Plan (2017)</i></p>	<p><i>The City of Belmont 2035 General Plan</i> was adopted on November 14, 2017. The general plan includes the following goals and policies relevant to the project:</p> <p>Circulation</p> <ul style="list-style-type: none"> <li>▪ Goal 3.1: Provide for the safe and efficient movement of people and vehicles within and through the community that fosters accessibility and connectivity; accommodates a mixture of automobiles, transit, bicyclists, and pedestrians; and encourages higher transit ridership.</li> <li>▪ Policy 3.4-1: Maintain and improve existing transportation facilities to ensure safety and reasonable convenience of use. Additional facilities shall be limited to local access roadways for improved connectivity only in areas of dense development, such as the Belmont Village PDA.</li> </ul> <p>Safety</p> <ul style="list-style-type: none"> <li>▪ Policy 6.1-1: Continue to maintain and enforce appropriate standards to ensure new development is designed to meet current safety codes and requirements associated with seismic activity. Require public and private development to be located, designed, and constructed to minimize the risk of loss of life and injury in the event of a major earthquake or other natural disaster.</li> <li>▪ Goal 6.6: Protect Belmont residents from potential fire hazards.</li> <li>▪ Policy 6.6-1: Support efforts by the Belmont Fire Protection District to meet its response time standards throughout Belmont, especially in areas in the Wildland Urban Interface.</li> <li>▪ Policy 6.6-11: Lessen the risk of wildfire and maintain clear and safe access and evacuation routes in areas of high and very high fire hazard severity by continuing to enforce Belmont Municipal Code section 7-401, which classifies nuisances as, in part, overgrown vegetation; dead, decayed, diseased, or hazardous trees, firewood; weeds and other vegetation that may be a fire hazard.</li> <li>▪ Goal 6.7: Foster and efficient and coordinated response to emergencies and natural disasters.</li> </ul>
<p><i>Belmont Village Specific Plan (2017)</i></p>	<p><i>The City of Belmont adopted the Belmont Village Specific Plan</i> on November 14, 2017. The plan includes the following goals and policies relevant to the project:</p> <p>Infrastructure and Public Services</p> <ul style="list-style-type: none"> <li>▪ Goal 5.5: Maintain Belmont as a safe and livable community.</li> <li>▪ Policy 5.5-1: Ensure that the Belmont Police Department has adequate police staff and equipment to serve future growth and new development in the Village.</li> <li>▪ Policy 5.5-2: Ensure that the Belmont Fire Protection District has adequate staff and equipment to serve future growth and new development in the Village. Work with the Belmont Fire Protection District to ensure that fire services have the capacity to serve four- and five-story buildings prior to construction of buildings of that height.</li> <li>▪ Goal 5.6: Ensure that new development adequately addresses public safety considerations in building design and site planning.</li> </ul> <p>Environmental Sustainability, Health, and Safety</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal 6.1: Preserve natural environmental processes that protect health and safety, such as water filtration through soil that protects water quality and riparian vegetation that minimizes erosion and flooding.</li> <li>▪ Goal 6.2: Minimize the potential for loss of life, injury, property damage, and economic and social disruption resulting from natural and man-made hazards, including floods.</li> </ul>
Belmont Municipal Code	<p>The following section from the City of Belmont Municipal Code is applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ 15.5 Speed of Trains - It shall be unlawful for any engineer, fireman, brakeman, conductor or other person having any train or railroad cars or any part or section of any such train or any railroad locomotive or any engine under his charge, control or direction, in whole or in part, to run such train, section of train, locomotive or engine, or cause the same to be run on any railroads within the city at a speed exceeding thirty-five (35) miles per hour, between a point one hundred (100) yards north of the center of Ralston Avenue at its intersection with the railroad tracks and a point one hundred (100) yards south of the center of Harbor Boulevard at its intersection with the railroad tracks.</li> </ul>
<b>City of San Carlos</b>	
<i>San Carlos 2030 General Plan (2009)</i>	<p>The <i>San Carlos 2030 General Plan</i> was adopted on October 12, 2009. The following goals and policies are relevant to the project:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ Policy LU-3.13: Provide for safe and convenient pedestrian and bicycle connections between residential and commercial areas throughout San Carlos.</li> </ul> <p>Circulation &amp; Scenic Highways Element</p> <ul style="list-style-type: none"> <li>▪ Goal CSH-1: To develop a circulation system that is safe, environmentally-friendly and responsive to the needs of various land uses planned within the City of San Carlos.</li> </ul> <p>Community Safety and Services</p> <ul style="list-style-type: none"> <li>▪ Goal CSS-6: Continue effective emergency response procedures to ensure public safety in the event of natural or man-made disasters.</li> </ul>
<b>City of Redwood City</b>	
<i>Redwood City General Plan 2030 (2010)</i>	<p>The <i>Redwood City General Plan 2030</i> was adopted on October 11, 2010. The following goals and policies from the Public Safety Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal PS-9: Maintain the ability of the Redwood City community to respond promptly, efficiently, and effectively in the event of a major earthquake or other natural or human-caused disaster.</li> <li>▪ Goal PS-10: Minimize risks of potential hazards in the vicinity of San Carlos Airport.</li> <li>▪ Goals PS-11: Provide a high level of public safety services.</li> </ul>
Redwood City Municipal Code	<p>The Redwood City Municipal Code consists of local laws and ordinances enacted and enforced by the local municipality. The following sections are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ 20.37: Driving on Railroad Tracks. The driver of any vehicle proceeding upon any railroad tracks in front of a train upon a street shall remove such vehicle from the track as soon as practical after signal from the operator of the train unless prevented by other vehicles or while awaiting a traffic signal.</li> <li>▪ 20.38: Driving Through Railway Gates. No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is closed or is being opened or closed.</li> </ul>

Plan and Policies	Summary
<b>Town of Atherton</b>	
<i>Atherton General Plan (2020)</i>	<p>The <i>Atherton General Plan</i> was updated in January 2020. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal CS-1: The Town recognizes the potential danger to public safety that may result from natural or man-made causes and seeks to minimize the public risks in such hazards.</li> <li>▪ Policy CS-2.3: The Town shall seek to improve interjurisdictional cooperation with other agencies for geotechnical safety in land use planning, hazard prevention and emergency response.</li> <li>▪ Goal CS-5: Prevent and reduce risks to property and protect residents from urban and wildland fire hazards.</li> <li>▪ Policy CS-6.1: Support the preparation, implementation and regular update of local preparedness and evacuation plans, training and education; and multijurisdictional cooperation and communication for emergency situations.</li> <li>▪ Policy CS-6.3: The emergency evacuation routes established in this General Plan Element are El Camino Real, Middlefield Road, Marsh Road, Alameda de las Pulgas, Atherton Avenue/Fair Oaks Lane, Stockbridge Avenue, Valparaiso Avenue, Glenwood Avenue, Encinal Avenue, Watkins Avenue and Ringwood Avenue.</li> </ul>
Atherton Municipal Code	<p>The following sections from the Atherton Municipal Code are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Trains and Railroad Barriers 10.32.010: No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is closed or is being opened or closed.</li> <li>▪ Trains and Railroad Barriers 10.32.020: No person shall operate any train or cars, or permit the same to remain standing, so as to block the movement of traffic upon any street for a period of longer than five minutes.</li> </ul>
<b>City of Menlo Park</b>	
<i>City of Menlo Park General Plan (2013, 2016)</i>	<p>The Open Space/Conservation, Noise, and Safety Elements of the <i>City of Menlo Park General Plan</i> were adopted in May 2013. The Land Use and Circulation Elements of the <i>City of Menlo Park General Plan</i> were adopted in November 2016. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Great Transportation Options: Menlo Park provides thoroughly-connected, safe, and convenient transportation, adequate emergency vehicle access, and multiple options for people traveling by foot, bicycle, shuttle, bus, car, and train, including daily service along the Dumbarton Rail Corridor.</li> <li>▪ Policy LU-6.9: Pedestrian and Bicycle Facilities. Provide well-designed pedestrian and bicycle facilities for safe and convenient multi-modal activity through the use of access easements along linear parks or paseos.</li> <li>▪ Policy LU-7.7: Avoid development in areas with seismic, flood, fire and other hazards to life or property when potential impacts cannot be mitigated.</li> <li>▪ Goal CIRC -1: Provide and maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe, and active community and quality of life throughout Menlo Park.</li> <li>▪ Policy CIRC-1.6: Identify and prioritize emergency response routes in the citywide circulation system.</li> <li>▪ Policy CIRC-1.7: Bicycle Safety. Support and improve bicyclist safety through roadway maintenance and design efforts.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy CIRC-1.8: Pedestrian Safety. Maintain and create a connected network of safe sidewalks and walkways within the public right of way ensuring that appropriate facilities, traffic control, and street lighting are provided for pedestrian safety and convenience, including for sensitive populations.</li> <li>▪ Policy CIRC-1.9: Safe Routes to School. Support Safe Routes to School programs to enhance the safety of school children who walk and bike to school.</li> <li>▪ Policy CIRC-2.1: Accommodating All Modes. Plan, design and construct transportation projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, people with mobility challenges, and persons of all ages and abilities.</li> <li>▪ Policy CIRC- 5.3: Rail Service. Promote increasing the capacity and frequency of commuter rail service, including Caltrain; protect rail rights-of-way for future transit service; and support efforts to reactivate the Dumbarton Corridor for transit, pedestrian, bicycle, and emergency vehicle use.</li> <li>▪ Goal S1: Minimize risk to life and damage to the environment and property from natural and human-caused hazards and assure community emergency preparedness and a high level of public safety services and facilities.</li> <li>▪ S 1.29: Require adequate access and clearance, to the maximum extent practical, for fire equipment, fire suppression personnel and evacuation for high occupancy structures in coordination with the Menlo Park Fire Protection District.</li> <li>▪ S 1.37: Maintain a system of emergency connectors and evacuation routes as part of the City's disaster planning.</li> </ul>
Menlo Park Municipal Code	<p>The following sections from the City of Menlo Park Municipal Code are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ 11.52.010: No person shall operate any train or train of cars, or permit the same to remain standing, so as to block the movement of traffic upon any street for a period of time longer than five minutes. This provision does not apply to railway trains, cars or similar vehicles on rails while blocking or obstructing a crossing because of an accident.</li> </ul>
<b>Santa Clara County</b>	
Santa Clara County General Plan (1994)	<p>The <i>Santa Clara County General Plan</i> was adopted on December 20, 1994. The general plan includes the following goals and policies relevant to the project:</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>▪ C-TR 39: Protect all airports from encroachment by incompatible land uses that would interfere with their safe operation.</li> </ul> <p>Hazards and Safety</p> <ul style="list-style-type: none"> <li>▪ C-HS 17: Local governments should comply with all federal and state regulations regarding emergency planning and preparedness.</li> <li>▪ C-HS 27: Land uses approved by the County and the cities shall be consistent with the adopted policies of the Santa Clara County ALUC Comprehensive Land Use Plans for specific airports.</li> <li>▪ C-HS 36: General strategies for airport safety in Santa Clara County include the following:             <ul style="list-style-type: none"> <li>- Limit population densities and land uses within designated safety zones.</li> <li>- Regulate structures and objects which could be hazardous or distracting to air navigation.</li> </ul> </li> <li>▪ C-HS 37: Land use plans and development proposals within the “influence boundaries” of affected jurisdictions should be consistent with ALUC land use plans for airport safety.</li> </ul>



Plan and Policies	Summary
<p><i>Santa Clara County Operational Area Emergency Operations Plan (2017)</i></p>	<p>The <i>Santa Clara County Operational Area Emergency Operations Plan</i> was adopted on January 10, 2017. The plan establishes a county emergency management organization, which will coordinate and support on-scene responses, including maintenance of situational awareness, facilitation of effective communication between emergency centers at various levels of government, and interaction with public information sources. The plan also establishes the overall operational concepts associated with the management of emergencies at the County and Operational Area levels and provides a flexible platform for planning and response to all hazards and emergencies important to Santa Clara County. It is applicable to a wide variety of anticipated emergencies including earthquake, wildland/urban interface fires, floods, terrorism, and public health emergencies. The plan includes the following goals related to emergency management and response and applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Provide effective life safety measures and reduce property loss and damage to the environment.</li> <li>▪ Provide for the rapid resumption of impacted businesses, community, and government services.</li> <li>▪ Provide accurate documentation usable for cost recovery efforts, and after-action improvements in our procedures.</li> </ul>
<p><i>Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters (2011)</i></p>	<p>The San Mateo County Transit District, Peninsula Corridor Joint Powers Board, and San Mateo County Transportation Authority's <i>Annex to 2010 Association of Bay Area Governments Local Hazard Mitigation Plan Taming Natural Disasters</i> was adopted in March 2011. The goal of the plan is to maintain and enhance a disaster-resistant region by reducing the potential for loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters. The specific goals of the mitigation program of SamTrans, Caltrain and the Transportation Authority are the following:</p> <ul style="list-style-type: none"> <li>▪ Ensure the safety and security of SamTrans and Caltrain employees and passengers.</li> <li>▪ Minimize disruption of service to SamTrans and Caltrain passengers.</li> <li>▪ Minimize damage and loss to SamTrans, Caltrain and the Transportation Authority equipment and facilities.</li> <li>▪ Speed recovery from any disruption to provide service to SamTrans and Caltrain passengers as quickly as possible.</li> <li>▪ Helping residents of the County better understand the hazards that threaten public health, safety, and welfare; economic vitality; and the operational capability of important institutions.</li> <li>▪ Insuring Santa Clara County and its incorporated cities can take full advantage of state and federal grant programs, policies, and regulations that encourage or mandate that local governments develop comprehensive hazard mitigation plans.</li> <li>▪ Providing the policy basis for mitigation actions that should be promulgated by participating jurisdictions to create a more disaster-resistant future.</li> <li>▪ To qualify for certain forms of federal aid for pre- and post-disaster funding, local jurisdictions must comply with the federal Disaster Mitigation Act (DMA) 2000 and it's implementing regulations (44 CFR Section 201.6). DMA 2000 intends for hazard mitigation plans to remain relevant and current.</li> </ul>
<p><i>Comprehensive Land Use Plan Santa Clara County: Moffett Federal Airfield (2016)</i></p>	<p>The Santa Clara County Airport Land Use Commission adopted the <i>Comprehensive Land Use Plan Santa Clara County: Moffett Federal Airfield</i> on November 2, 2012. The plan was amended in 2016. The plan includes the following goals and policies relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ General Compatibility Policy G-6: Any proposed uses that may cause a hazard to aircraft in flight are not permitted within the airport influence area. Such uses include</li> </ul>

Plan and Policies	Summary
	<p>electrical interference, high intensity lighting, attraction of birds (certain agricultural uses, sanitary landfills), and activities that may produce smoke, dust, or glare. This policy requires the height at maturity of newly planted trees to be considered to avoid future penetration of the FAA’s FAR Part 77, Objects Affecting Navigable Airspace surfaces.</p> <ul style="list-style-type: none"> <li>▪ Height Compatibility Policy H-1: Any structure or object that penetrates the FAR Part 77 surfaces, as presented in Table 3-3 and illustrated on Figure 6 will be considered an incompatible land use.</li> <li>▪ Tall Structure Compatibility Policy T-2: Any proposed project anywhere in the County for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall comply with FAR 77.13(a)(1) and shall be determined inconsistent if deemed to be a hazard by the FAA or if the ALUC determines that the project has any impact on normal aircraft operations or would increase the risk to aircraft operations.</li> <li>▪ Safety Policy S-1: These policies and the Safety Zone Compatibility Policies presented in Table 4-2 shall be used to determine if a specific land use is consistent with the Comprehensive Land Use Plan. Safety impacts shall be evaluated according to the Airport Safety Zones presented on Figure 7.</li> <li>▪ Safety Policy S-6: The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. [. . .]</li> <li>▪ Reconstruction Policy R-1: Reconstruction projects that are not subject to a previous aviation easement shall not be required to provide an aviation easement as a condition for approval.</li> </ul>
<p><i>Santa Clara County: Norman Y. Mineta San Jose International Airport Comprehensive Land Use Plan (2016)</i></p>	<p>The Santa Clara County Airport Land Use Commission adopted the <i>Santa Clara County Norman Y. Mineta San Jose International Airport Comprehensive Land Use Plan</i> on May 25, 2011. The plan was amended in 2016. The plan includes the following goals and policies relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ General Compatibility Policy G-6: Any proposed uses that may cause a hazard to aircraft in flight are not permitted within the airport influence area. Such uses include electrical interference, high intensity lighting, attraction of birds (certain agricultural uses, sanitary landfills), and activities that may produce smoke, dust, or glare. This policy requires the height at maturity of newly planted trees to be considered to avoid future penetration of the FAA’s FAR Part 77 surfaces.</li> <li>▪ Height Compatibility Policy H-1: Any structure or object that penetrates the FAR Part 77 surfaces as illustrated in Figure 6, is presumed to be a hazard to air navigation and will be considered an incompatible land use, except in the following circumstance. If the structure or object is above the FAR Part 77 surface, the proponent may submit the project data to the FAA for evaluation and air navigation hazard determination, in which case the FAA’s determination shall prevail.</li> <li>▪ Tall Structure Compatibility Policy T-2: Any proposed project anywhere in the County for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall comply with FAR 77.13(a)(1) and shall be determined inconsistent if deemed to be a hazard by the FAA or if the ALUC determines that the project has any impact on normal aircraft operations or would increase the risk to aircraft operations.</li> <li>▪ Safety Policy S-1: These policies and the Safety Zone Compatibility Policies presented in Table 4-2 shall be used to determine if a specific land use is consistent with the Comprehensive Land Use Plan. Safety impacts shall be evaluated according to the Airport Safety Zones presented on Figure 7.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Safety Policy S-6: The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.</li> <li>▪ Reconstruction Policy R-1: Reconstruction projects that are not subject to a previous aviation easement shall not be required to provide an aviation easement as a condition for approval.</li> </ul>
<p><i>Comprehensive Land Use Plan Santa Clara County: Plan Palo Alto Airport (2016)</i></p>	<p>The Santa Clara County Airport Land Use Commission adopted the <i>Comprehensive Land Use Plan Santa Clara County: Palo Alto Airport</i> on November 19, 2008. The plan was amended in 2016. The plan includes the following goals and policies relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ General Compatibility Policy G-6: Any proposed uses that may cause a hazard to aircraft in flight are not permitted within the airport influence area. Such uses include electrical interference, high intensity lighting, attraction of birds (certain agricultural uses, sanitary landfills), and activities that may produce smoke, dust, or glare. This policy requires the height at maturity of newly planted trees to be considered to avoid future penetration of the FAA’s FAR Part 77 surfaces.</li> <li>▪ Height Compatibility Policy H-1: Any structure or object that penetrates the Federal Aviation Regulations Part 77, Objects Affecting Navigable Airspace, (FAR Part 77) surfaces, as presented in Table 3-3 and illustrated on Figure 6 will be considered an incompatible land use.</li> <li>▪ Height Compatibility Policy H-2: H-2 Any project that may exceed a FAR Part 77 surface must notify the Federal Aviation Administration (FAA) as required by FAR Part 77, Subpart B on FAA Form 7460-1, <i>Notice of Proposed Construction or Alteration</i>. (Notification to the FAA under FAR Part 77, Subpart B, is required even for certain proposed construction that does not exceed the height limits allowed by Subpart C of the FARs).</li> <li>▪ Tall Structure Compatibility Policy T-2: Any proposed project anywhere in the County for construction or alteration of a structure (including antennas) higher than 200 feet above ground level shall comply with FAR 77.13(a)(1) and shall be determined inconsistent if deemed to be a hazard by the FAA or if the ALUC determines that the project has any impact on normal aircraft operations or would increase the risk to aircraft operations.</li> <li>▪ Safety Policy S-1: These policies and the Safety Zone Compatibility Policies presented in Table 4-2 shall be used to determine if a specific land use is consistent with the Comprehensive Land Use Plan. Safety impacts shall be evaluated according to the Airport Safety Zones presented on Figure 7.</li> <li>▪ Safety Policy S-6: The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents.</li> <li>▪ Reconstruction Policy R-1: Reconstruction projects that are not subject to a previous aviation easement shall not be required to provide an aviation easement as a condition for approval.</li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan 2030 (2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan 2030</i> was adopted in November 2017. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy T-3.14: Continue to prioritize the safety of school children in street modification projects that affect school travel routes, including during construction.</li> <li>▪ Policy T-3.15: Pursue grade separation of rail crossings along the rail corridor as a City priority.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy T-3.16: Keep existing at-grade rail crossings open to motor vehicles, pedestrians and bicyclists, consistent with results of a focused circulation study and a context sensitive alternatives analysis.</li> <li>▪ Policy T-3.17: Until grade separation is completed, improve existing at-grade rail crossings to ensure the highest feasible level of safety along the corridor and provide additional safe, convenient crossings.</li> <li>▪ Program T3.17.2: Work with Caltrain to ensure that the rail tracks are safe and secure with adequate fencing and barriers.</li> <li>▪ Policy T-3.18: Improve safety and minimize adverse noise, vibrations and visual impacts of operations in the Caltrain rail corridor on adjoining districts, public facilities, schools and neighborhoods with or without the addition of High Speed Rail.</li> <li>▪ Policy T-3.19: Coordinate proactively with the California High Speed Rail Authority and Caltrain to minimize negative impacts and maximize benefits to Palo Alto from any future high speed rail service through Palo Alto.</li> <li>▪ Goal T-6: Provide a safe environment for motorists, pedestrians, and bicyclists on Palo Alto streets.</li> <li>▪ Goal S-1: A safe community that is aware of risks and prepared for emergencies.</li> <li>▪ Policy S-1.3: Deter criminal behavior in Palo Alto through a multidisciplinary approach that includes a safe built environment, effective social services, functional administrative processes and Palo Alto Police Department review of site plans for major development proposals, as needed.</li> <li>▪ Policy S-1.9: Design Palo Alto’s infrastructure system to protect the life and safety of residents, ensure resiliency in the face of disaster and minimize economic loss, including in the context of climate change and sea level rise.</li> <li>▪ Policy S-2.3: Implement public safety improvements, such as access roads and other infrastructure, in a manner that is sensitive to the environment.</li> <li>▪ Policy S-2.13: Minimize exposure to wildland and urban fire hazards through rapid emergency response, proactive code enforcement, public education programs, use of modern fire prevention measures and adequate emergency management preparation.</li> <li>▪ Policy S-2.15: Provide emergency fire and medical services consistent with the response time standards set forth in the Fire Department’s annual budget.</li> </ul>
<p>Palo Alto Municipal Code</p>	<p>The following sections from the City of Palo Alto Municipal Code are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ 10.52.010: It is unlawful for the operator of any railway train or car to operate the same in such a manner as to prevent the use of any street for purposes of travel for a period of time longer than five minutes.</li> <li>▪ 15.04.070.105.8.1: Fire and life-safety plan review of all new construction, all remodels, and all additions shall be performed by the Fire Chief or his designee.</li> </ul>
<p><b>City of Mountain View</b></p>	
<p><i>Mountain View 2030 General Plan (2012)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012. The following goals and policies are relevant to the project:</p> <p>Mobility</p> <ul style="list-style-type: none"> <li>▪ Policy MOB 1.2: Accommodating all modes. Plan, design and construct new transportation improvement projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists and persons of all abilities.</li> <li>▪ Policy MOB 3.3: Pedestrian and bicycle crossings. Enhance pedestrian and bicycle crossings at key locations across physical barriers.</li> <li>▪ Goal MOB-5: Local and regional transit that is efficient, frequent, convenient and safe.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy MOB 5.2: California High-Speed Rail. Actively participate with the California High-Speed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues.</li> </ul> <p>Infrastructure and Conservation</p> <ul style="list-style-type: none"> <li>▪ Policy INC 2.1: Emergency preparedness. Ensure that the City is well-prepared for natural and human-induced disasters and emergencies.</li> <li>▪ Policy INC 2.3: Emergency-prepared infrastructure design. Require the use of available technologies and earthquake-resistant materials in the design and construction of all infrastructure projects, whether constructed by the City or others.</li> <li>▪ Policy INC 2.4: Emergency preparedness and critical infrastructure. Ensure emergency preparedness for all critical infrastructure including potable water, wastewater, stormwater, recycled water, telecommunications, energy and streets.</li> </ul> <p>Public Safety</p> <ul style="list-style-type: none"> <li>▪ Goal PSA-1: A high level of community safety with police, fire and emergency response services that meet or exceed industry-accepted service standards.</li> <li>▪ Policy PSA 1.2: Design for safety. Support and promote crime prevention and fire safety strategies in the design of new developments.</li> <li>▪ Goal PSA-2: A total commitment to reducing criminal activity and instilling a feeling of safety and security in the community.</li> <li>▪ Goal PSA-3: A community protected from fire, hazardous materials and environmental contamination.</li> <li>▪ Goal PSA-4: A well-prepared community that has developed plans to minimize risks from environmental and human-induced disasters.</li> </ul>
<p>City of Mountain View Code of Ordinances</p>	<p>The following sections from the City of Mountain View Code of Ordinances are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Sec 19.13: No person shall cause or permit any railway train or railway cars or similar vehicle on rails to operate or to be operated in such a manner as to prevent the use of any street for the purpose of travel for a period of time longer than five (5) minutes, except that this provision shall not apply to railway train, cars, or similar vehicles on rails while blocking or obstructing a crossing because of an accident which requires the operator of the train, car or similar vehicle on rails to stop at or near the scene of the accident.</li> <li>▪ Sec 19.14: No person shall drive any vehicle through, around or under any crossing gate or barrier at the railroad grade crossing while such gate or barrier is closed or is being opened or closed.</li> </ul>
<b>City of Sunnyvale</b>	
<p><i>Sunnyvale General Plan (2011, 2017)</i></p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011 and the Land Use and Transportation Element was updated in April 2017. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal SN-1: Acceptable levels of risk for natural and human-caused hazards. Ensure that natural and human-caused hazards are recognized and considered in decisions affecting the community and that land uses reflect acceptable levels of risk based on identified hazards and occupancy.</li> <li>▪ Policy SN-1.7: Make planning decisions that establish and/or maintain a safe mix of aviation and land use for the areas affected by NASA Ames/Moffett Field.</li> <li>▪ Goal SN-2: Effective disaster preparedness. Ensure that the city, its community members, business, faith-based organizations, community organizations and special</li> </ul>

Plan and Policies	Summary
	<p>needs populations are prepared to effectively respond and recover from major disasters and emergencies.</p> <ul style="list-style-type: none"> <li>▪ Policy SN-2.3: Provide an integrated approach to planning and management for emergencies and disasters.</li> <li>▪ Goal SN-3: Safe and secure city. Ensure a safe and secure environment for people and property in the community by providing effective public safety response and prevention and education services.</li> <li>▪ Policy SN-3.1: Provide rapid and timely response to all emergencies</li> <li>▪ Policy SN-3.5: Facilitate the safe movement of pedestrians, bicyclists, and vehicles.</li> <li>▪ Goal SN-5: Effective fire service response system. Provide a fire service response system that will control the spread of fire buildings and other properties and maintain minimal casualties and property loss from fire other related emergencies.</li> <li>▪ Policy SN-5.1: Assure that equipment and facilities are provided and maintained to meet reasonable standards of safety, dependability and compatibility with fire service operations.</li> <li>▪ Policy SN-5.2: Provide training that is adequate for required duties.</li> <li>▪ Goal SN-6: Effective emergency response capability. Provide effective response capability for emergency medical events and other non-fire incidents that may directly endanger the lives, property and well-being of the community.</li> <li>▪ Policy LT-3.18: Facilitate safe and orderly traffic flow and promote school pedestrian and bicycle safety.</li> <li>▪ Policy LT-3.22: Provide safe access to city streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.</li> <li>▪ Policy LT-3.24: Ensure effective and safe traffic flows for all modes of transport through physical and operational transportation improvements.</li> </ul>
<p>Sunnyvale Municipal Code</p>	<p>The following ordinances and sections from the City of Sunnyvale Municipal Code are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ 10.48.010: It is unlawful for any person to drive any vehicle through, around, or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is closed or is being opened or closed.</li> <li>▪ 10.48.020: It is unlawful for any person to cause or permit any railway train or railway cars or similar vehicle on rails to operate or to be operated in such a manner as to prevent the use of any street for the purposes of travel for a period of time longer than five minutes, except that this provision shall not apply to railway trains, cars or similar vehicles on rails while blocking or obstructing a crossing because of an accident which requires the operator of the train, car or similar vehicle on rails to stop at or near the scene of the accident.</li> <li>▪ 10.48.030: Any public safety officer shall have authority to order a train blocking any grade crossing to be uncoupled or broken at the grade crossing in order to permit the passage of any emergency vehicle while such vehicle is engaged in any emergency call or mission.</li> </ul>

Plan and Policies	Summary
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara 2010–2035 General Plan</i> on November 16, 2010. The general plan includes the following goals and policies which are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Goal 5.8.1-G2: Transportation networks that provide a safe, efficient, convenient and integrated system to move people and goods.</li> <li>▪ Policy 5.8.3-P7: Provide transit stops at safe, efficient and convenient locations to maximize ridership, including near employment centers, higher-density residential developments and Downtown.</li> <li>▪ Goal 5.8.7-G2: Neighborhoods protected from negative effects associated with rail and freight services.</li> <li>▪ Policy 5.8.7-P4: Support grade-separated crossings and other appropriate measures to avoid mobility conflicts and traffic disruption associated with rail traffic.</li> <li>▪ Goal 5.10.5-G1: Protection of life, the environment and property from natural catastrophes and man-made hazards.</li> <li>▪ Goal 5.10.5-G2: Adequate emergency preparedness plans.</li> <li>▪ Goal 5.10.5-G3: Availability of emergency services in the event of a disaster.</li> <li>▪ Goal 5.10.5-P4: Identify appropriate evacuation routes so people can be efficiently evacuated in the event of a natural disaster.</li> <li>▪ Policy 5.10.5-P28: Continue to require all new development and subdivisions to meet or exceed the City's adopted Fire Code provisions.</li> <li>▪ Policy 5.10.5-P29: Continue to refer proposed projects located within the Airport Influence Area to the Airport Land Use Commission.</li> <li>▪ Policy 5.10.5-P30: Review the location and design of development within Airport Land Use Commission jurisdiction for compatibility with the Airport Land Use Compatibility Plan.</li> <li>▪ Policy 5.10.5-P33: Limit the height of structures in accordance with the Federal Aviation Administration Federal Aviation Regulations, FAR Part 77 criteria.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The City of San Jose adopted the <i>Envision San José 2040 General Plan</i> on November 1, 2011, and updated it in 2018. The general plan includes the following goals and policies applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Goal EC-3: Minimize the risk of injury, loss of life, property damage, and community disruption from seismic shaking, fault rupture, ground failure (liquefaction and lateral spreading), earthquake-induced landslides, and other earthquake-induced ground deformation.</li> <li>▪ Policy EC-3.5: Locate, design and construct vital public utilities, communication infrastructure and transportation facilities in a manner that maximizes risk reduction and functionality during and after an earthquake.</li> <li>▪ Policy EC-4.3: Locate new public improvements and utilities outside of areas with identified soils and/or geologic hazards (e.g., deep seated landslides in the Special Geologic Hazard Study Area and former landfills) to avoid extraordinary maintenance and operating expenses. Where the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures will be implemented.</li> <li>▪ Goal EC-5: Protect the community from flooding and inundation and preserve the natural attributes of local floodplains and floodways.</li> <li>▪ Goal EC-8: Protect lives and property from risks associated with fire-related emergencies at the urban/wildland interface.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy TR-14.3 For development in the Airport Influence Area overlays, ensure that land uses and development are consistent with the height, safety, and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San Jose International and Reid Hillview airports, or find, by a two-thirds vote of the governing body, that the proposed action is consistent with the purpose of Article 3.5 of Chapter 4 of the State Aeronautics Act, Public Utilities Code Section 21670 et seq.</li> <li>▪ Policy TR-14.4 Require avigation and “no build” easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.</li> </ul>

*Sources: ABAG 2010; City of Belmont 2017a, 2017b; City of Brisbane 2015a, 2019; City of Burlingame 2019; City of Menlo Park 2013, 2016; City of Millbrae 1998, 2016a; City of Mountain View 2012; City of Palo Alto 2017a; City of Redwood City 2010; City of San Bruno 2009, 2012; City of San Carlos 2009; City and County of San Francisco 2010b, 2012b, 2014c, 2017; City of San Jose 2018; City of San Mateo 2005, 2009, 2010b, 2015a; City of Santa Clara 2010; City of South San Francisco 1999, 2014a; City of Sunnyvale 2011, 2017; County of San Mateo 2013a, 2016; County of Santa Clara 1994, 2016a, 2016b, 2016c, 2017; Cal OES et al. 2008; SamTrans et al. 2011; Town of Atherton 2020*

ADA = Americans with Disabilities Act  
 ALUC = Airport Land Use Commission  
 BART = Bay Area Rapid Transit  
 FAA = Federal Aviation Administration  
 FAR = Federal Aviation Regulations  
 PDA = priority development area  
 NASA = National Aeronautics and Space Administration  
 SamTrans = San Mateo County Transit District  
 TOD = transit-oriented development



## Socioeconomics and Communities

**Table 11 Regional and Local Plans and Policies Relevant to Socioeconomics and Communities**

Policy Title	Summary
<b>Regional</b>	
<p><i>Plan Bay Area 2040</i> (2017)</p>	<p>The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted the <i>Plan Bay Area 2040</i> as the Bay Area’s long-term regional transportation and land use blueprint in July 2017. The plan focuses growth and development in nearly 200 priority development areas, which are existing neighborhoods served by public transit that have been identified as appropriate for additional, compact transit-oriented development. One of these priority development areas is the industrial and vacant lands in Brisbane between Bayshore Boulevard on the west and US 101 on the east.</p> <p>The following economic development actions are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Increase transportation access to growing and potential job centers: Broaden core capacity transit study partnership to cover a larger geography to plan for major transportation capital investments; move forward on planning efforts for a second Transbay Tube and on construction efforts for the California High Speed Rail system; continue to evaluate a means-based fare or other methods for reducing or eliminating transportation costs for lower-wage workers and students; evaluate expanded support for local transit systems that address first-mile, last-mile problems; and evaluate transportation improvements that could facilitate downtown revitalization in areas needing economic development.</li> <li>▪ Support regional growth by balancing housing, transit-oriented jobs, and industrial uses: Establish criteria for Priority Production Areas to encourage local jurisdictions to plan for space needed for manufacturing, distribution and repair and assess areas that could be converted to housing or mixed use development; evaluate potential incentives that could be used to support companies that locate offices in transit-rich as opposed to auto-centric areas; and evaluate the use of last-mile transportation solutions to connect communities with warehouses and industrial jobs that cannot be located in downtowns due to land requirements.</li> </ul>
<b>City and County of San Francisco</b>	
<p><i>City of San Francisco General Plan, Housing Element, and Commerce and Industry Element</i> (2010, 2015)</p>	<p>The <i>City of San Francisco General Plan</i> was adopted in 1996, with updates to the Commerce and Industry Element of the General Plan in 2010 and updates to the Housing Element in 2015. The following policies are relevant to the project:</p> <p>Housing Element</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1: Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.</li> <li>▪ Policy 1.2: Focus housing growth and infrastructure necessary to support growth according to community plans.</li> <li>▪ Policy 1.10: Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.</li> <li>▪ Objective 2: Retain existing housing units, and promote safety and maintenance standards, without jeopardizing affordability.</li> <li>▪ Objective 4: Foster a housing stock that meets the needs of all residents across lifecycles.</li> <li>▪ Policy 5.2: Increase access to housing, particularly for households that might not be aware of their housing choices.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 5.3: Prevent housing discrimination, particularly against immigrants and households with children.</li> <li>▪ Policy 5.5: Minimize the hardships of displacement by providing essential relocation services.</li> <li>▪ Policy 5.6: Offer displaced households the right of first refusal to occupy replacement housing units that are comparable in size, location, cost, and rent control protection.</li> </ul> <p>Commerce and Industry Element</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1: Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.</li> <li>▪ Policy 2.1: Seek to retain existing commercial and industrial activity and to attract new such activity to the city.</li> <li>▪ Policy 3.1: Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.</li> <li>▪ Policy 4.3: Carefully consider public actions that displace existing viable industrial firms.</li> <li>▪ Policy 4.4: When displacement does occur, attempt to relocate firms within the city.</li> </ul>
<p><i>San Francisco General Plan— Bayview Hunters Point Area Plan (2010)</i></p>	<p>The <i>Bayview Hunters Point Area Plan</i> is a subarea plan of the <i>San Francisco General Plan</i>. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 5.1: Preserve and enhance the existing character of residential neighborhoods.</li> <li>▪ Policy 5.2: Conserve the existing supply of Federally subsidized lower income housing.</li> <li>▪ Policy 5.3: Conserve and enhance the existing supply of public housing.</li> <li>▪ Policy 6.2: Develop new multi-family housing in identified mixed use nodes along Third Street concurrent with the economic stabilization of surrounding existing residential neighborhoods.</li> <li>▪ Objective 7: Encourage healthy retail reuse in the existing commercial core of Third Street and complementary growth in adjacent sections.</li> </ul>
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan Policies and Housing Element (2013, 2015)</i></p>	<p>The <i>San Mateo County General Plan</i> was approved in November 1986, and the goals and policies were updated in 2013. The Housing Element was updated and released in 2015. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 7.2: Local Economies. Designate land uses in order to support and strengthen existing local economies (i.e., jobs, incomes and housing to support local populations).</li> <li>▪ Housing Element Goal 1: Protect Existing Affordable Housing. Protect, conserve, and improve the existing affordable housing stock in order to minimize displacement of current residents and to keep such housing part of the overall housing stock in the County.</li> <li>▪ Housing Element Policy HE 3: Preserve and Enhance Neighborhood Character. Preserve and enhance the desirable characteristics of residential areas by establishing and implementing appropriate land use designations and development standards that promote compatible development and minimize displacement of existing residents, particularly during consideration of area plans, land use studies and rezonings.</li> <li>▪ Housing Element Policy HE 6: Address the Impact of Projects that Convert or Eliminate Housing Units. Evaluate the effect of any proposed demolitions and rezonings on the County’s housing stock and the County’s ability to accommodate its share of Regional Housing Need, and prohibit, condition, or mitigate projects as necessary to maintain the County’s housing stock.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Housing Element Policy HE 44: Encourage Transit Oriented Development, Compact Housing, and Mixed-Use Development in Appropriate Locations. Encourage transit-oriented development, compact housing, and a mix of uses in appropriate locations throughout the county, such as along transit corridors and in commercial areas.</li> </ul>
<p><i>North Fair Oaks Community Plan (2011)</i></p>	<p>The <i>North Fair Oaks Community Plan</i> was approved in November 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.2: Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to create jobs and housing and support community and economic development.</li> <li>▪ Goal 6.1: Increase affordable housing options in North Fair Oaks.</li> <li>▪ Goal 6.2: Plan to accommodate future housing demand.</li> <li>▪ Goal 6.3: Improve the quality of housing in North Fair Oaks.</li> <li>▪ Goal 6.4: Preserve existing housing and prevent and mitigate displacement of low-income homeowners and renters.</li> <li>▪ Goal 6.6: Increase availability and accessibility of housing for households of all types.</li> <li>▪ Goal 6.7: Promote transit-accessible housing.</li> <li>▪ Goal 8.1: Create new employment opportunities for North Fair Oaks residents.</li> <li>▪ Policy 2A: Retain and grow existing retail and service businesses by providing strategic support in marketing, building rehabilitation, and related expansion efforts.</li> <li>▪ Goal 8.3: Support business expansion efforts, and promote retention of existing businesses.</li> </ul>
<p><b>City of Brisbane</b></p>	
<p><i>City of Brisbane 1994 General Plan and Housing Element (1994, 2015, 2018, 2020)</i></p>	<p>The <i>City of Brisbane 1994 General Plan</i>, was adopted in June 1994 and the Housing Element was updated in April 2015. In November 2018, the City of Brisbane and the city's voters approved an amendment to the General Plan related to Brisbane Baylands. The approved General Plan amendment allows for residential uses on the northwest quadrant of the site (between Schlage Lock on the north, Main Street on the south, Bayshore Boulevard on the west, and the Caltrain alignment on the east). Non-residential uses are allowed west and east of the Caltrain alignment. The approved General Plan amendment allows up to 2,200 dwelling units, 6.5 million square feet of new commercial development, and up to 500,000 square feet of hotel development. Based on the November 2018 General Plan Amendment, the Land Use chapter was updated in January 2020. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 8: Maintain and diversify the City's tax base, consistent with community character, in order to generate adequate revenues for City Government and sustain a healthy local economy.</li> <li>▪ Policy 9: Seek fuller employment of Brisbane residents.</li> <li>▪ Policy LU.5: Establish a mix of uses with a diversified economic base to maintain and increase tax revenues and contribute to the City's ability to provide services.</li> <li>▪ Policy LU.12: Retain diversity of development and individual expression in residential and commercial development, especially in Central Brisbane.</li> <li>▪ Housing Element Goal A: Provide housing opportunities for all persons, regardless of age, sex, race, ethnic background, income, marital status, disability (including developmental disability), family composition, national origin, or sexual orientation.</li> <li>▪ Housing Element Goal B: Maintain a diverse population by responding to the housing needs of all individuals and households, especially seniors and those with income constraints or special needs.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Housing Element Goal C: Preserve Brisbane’s residential character by encouraging the maintenance, improvement, and rehabilitation of existing housing.</li> </ul>
<p><i>Draft Brisbane Baylands Specific Plan (2011)</i></p>	<p>The <i>Draft Brisbane Baylands Specific Plan</i> was released for review in February 2011 and is pending adoption. The specific plan was one of four concept plans considered for development of the Baylands and evaluated in the <i>Brisbane Baylands Final EIR</i>, released in May 2015. The following goals are relevant to the project and are provided for informational purposes only because the draft plan has not been formally adopted:</p> <ul style="list-style-type: none"> <li>▪ Goal 4.2: Development that contributes to the Baylands’ sense of place and identity.</li> <li>▪ Goal 4.3: Regional-serving commercial development that is also convenient and beneficial to City residents, providing opportunities for employment, shopping, and entertainment, while contributing to a stable and diverse tax base for the City.</li> <li>▪ Goal 4.5: New housing development that accommodates regional housing needs with a range of affordability options and an emphasis on sustainable development.</li> </ul>
<b>City of South San Francisco</b>	
<p><i>South San Francisco General Plan and Housing Element (1999, 2015)</i></p>	<p>The <i>South San Francisco General Plan</i> was adopted in October 1999 and the Housing Element was updated and adopted in April 2015. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Land Use Policy 2-G-1: Preserve the scale and character of established neighborhoods, and protect residents from changes in non-residential areas.</li> <li>▪ Economic Development Strategy Policy 6-G-2: Establish economic development priorities and undertake targeted investments to facilitate expansion, retention, and attraction of businesses that meet the City’s economic development objectives.</li> <li>▪ Economic Development Strategy Policy 6-G-5: Establish land use priorities based on economic criteria and sound fiscal planning; reserve sites for designated uses rather than accepting any development.</li> <li>▪ Housing Element Policy 1-5: The City shall encourage a mix of residential, commercial, and office uses in the areas designated as PDAs, properties located in the South San Francisco BART Transit Village Zoning District and in proximity to BART and Caltrain stations and along El Camino Real, consistent with the Grand Boulevard Initiative.</li> <li>▪ Housing Element Policy 3-4: The City shall support the preservation of public affordable housing stock.</li> <li>▪ Housing Element Goal 4: The maintenance and improvement of the quality of life, safety and historic integrity of existing neighborhoods is a high priority for the City of South San Francisco.</li> <li>▪ Housing Element Goal 5: Support the development of an adequate supply of safe, decent, and affordable housing for groups with special housing needs.</li> <li>▪ Housing Element Goal 6: South San Francisco values diversity and strives to ensure that all households have equal access to the city’s housing resources.</li> </ul>
<b>City of San Bruno</b>	
<p><i>San Bruno General Plan and Housing Element (2009, 2015)</i></p>	<p>The <i>San Bruno General Plan</i> was adopted in March 2009 and the Housing Element was updated and adopted in April 2015. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Economic Development Policy ED-A: Maintain a positive business climate within San Bruno, including resources for business attraction and expansion.</li> <li>▪ Economic Development Policy ED-B: Provide development opportunities that allow for establishment of jobs within San Bruno, commensurate with local residents’ education and skills.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Housing Element Goal 1: Protect the quality and stability of existing neighborhoods through the conservation, rehabilitation, and improvement of the existing housing supply.</li> <li>▪ Housing Element Goal 2: Accommodate regional housing needs through a community-wide variety of residential uses by size, type, tenure, affordability, and location.</li> <li>▪ Housing Element Goal 5: Ensure the continued availability of affordable housing for very-low, low-, and moderate-income households, seniors, persons with disabilities, single-parent households, large families, and other special needs groups.</li> </ul>
<b>City of Millbrae</b>	
<p><i>City of Millbrae General Plan and Housing Element (1998, 2015)</i></p>	<p>The <i>City of Millbrae General Plan</i> was adopted in November 1998 and the Housing Element was updated and adopted in May 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU1: Preserve the Quality of Residential Neighborhoods.</li> <li>▪ Goal LU4: Support Economic Development and Revitalize and Enhance Commercial Areas.</li> <li>▪ Goal H2: Protect and Enhance Existing Housing, Community Character and Resources.</li> <li>▪ Goal H3: Provide New Housing and Address Affordable Housing and Other Special Needs.</li> </ul>
<p><i>Millbrae Station Area Specific Plan (2016)</i></p>	<p>The <i>Millbrae Station Area Specific Plan</i> was adopted in February 2016. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ P-H 1: Require the provision of housing for people of all incomes in new development projects in the Plan Area.</li> <li>▪ P-H 3: Designate the Plan Area as a Housing Opportunity Site consistent with the Housing Element and require at least 15 percent affordability for residential projects to the extent consistent with prevailing law. The 15 percent affordable housing shall include at least five percent of the units affordable to very low income households or ten percent affordable to low income households. The maximum of affordability shall be County median income or less.</li> <li>▪ P-CP 12. Provide bus and shuttle transfer facilities near station entrances on both the east side and west side of the Millbrae Station to accommodate the peak projected vehicles to support bus and shuttle as a priority access mode to BART, Caltrain, and future rail service, such as High-Speed Rail (HSR).</li> </ul>
<b>City of Burlingame</b>	
<p><i>Burlingame General Plan Housing Element (2015)</i></p>	<p>The <i>Burlingame General Plan Housing Element</i> was adopted in 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy H(A-1): Protect the character of existing residential neighborhoods.</li> <li>▪ Goal B: Provide variety and choice of housing by promoting housing opportunities for all persons regardless of age, sex, race, color, marital status, disability, national origin or other barriers.</li> <li>▪ Goal C: Provide housing opportunities for City employees, teachers, hospital workers and others in the service industry who work in Burlingame.</li> <li>▪ Goal D: Encourage special purpose housing.</li> <li>▪ Goal F: Achieve increased affordability of housing.</li> </ul>

Policy Title	Summary
<i>Burlingame Downtown Specific Plan (2018)</i>	<p>The <i>Burlingame Downtown Specific Plan</i> was adopted in October 2010 and amended in 2018. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU-2.1: Preserve the unique mix of retail and housing.</li> <li>▪ Goal LU-5: Ensure an economically viable downtown, with both local retailers and regional destination stores.</li> <li>▪ Goal LU-6: Promote diversity in housing type and affordability within the Downtown area.</li> </ul>
<b>City of San Mateo</b>	
<i>A Vision of San Mateo in 2030, Land Use Element and Housing Element (2015)</i>	<p><i>A Vision of San Mateo in 2030</i> was adopted in October 2010 and the Land Use Element was amended in April 2015. The Housing Element was also amended in 2015. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Land Use Goal 2a: Promote economic vitality which provides jobs for existing and future residents and maintains the City's ability to finance public improvements and human services.</li> <li>▪ Land Use Goal 2b: Develop and implement a long-term economic development plan and take actions to create financial stability for the City and high-value-added jobs for its residents.</li> <li>▪ Land Use Goal 2c: Promote an intensity of commercial activity that enhances the business climate in the City to increase the level of business types which will benefit existing commercial uses.</li> <li>▪ Housing Element Goal 1: Maintain the character and physical quality of residential neighborhoods.</li> <li>▪ Housing Element Goal 2: Provide a diversity of housing types, responsive to household size, income and age needs.</li> <li>▪ Housing Element Policy H 2.2: Jobs/Housing Balance. Maintain an overall balance of housing and employment within the community over the term of the Plan.</li> </ul>
<i>San Mateo Downtown Area Plan (2009)</i>	<p>The <i>San Mateo Downtown Area Plan</i> was adopted in May 2009. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal II: Enhance the vitality and activity of downtown by incorporating a good mix and diversity of uses.</li> <li>▪ Policy II.9: Housing in the Retail Core. Provide housing for new households that will utilize downtown businesses and is within proximity to the transit station to reduce vehicle trips and vehicle ownership.</li> </ul>
<i>Hillsdale Station Area Plan (2011)</i>	<p>The <i>Hillsdale Station Area Plan</i> was adopted in April 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-2: Promote housing of a variety of types that is affordable to San Mateo residents.</li> <li>▪ Policy LU-2.1: Actively support housing affordable to very low-, low-, and moderate-income households as defined by the State of California through ongoing City programs and policies.</li> <li>▪ Policy LU-2.4: Encourage the development of housing in appropriate locations on the Hillsdale Shopping Center property in conjunction with remodels of Shopping Center buildings by making housing a permitted use on the Shopping Center property. Any redevelopment or major expansion on the site will require a Master Development Plan, per the City's General Plan</li> </ul>

Policy Title	Summary
<b>City of Belmont</b>	
<p><i>City of Belmont 2035 General Plan and Housing Element (2015, 2017)</i></p>	<p>The <i>City of Belmont 2035 General Plan</i> was adopted in November 2017 and the Housing Element was adopted in May 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Land Use Goal 2.3: Provide balanced neighborhoods with a variety of housing types and density ranges to meet the diverse demographic, economic, and social needs of residents, while ensuring a cohesive urban form and regard for compatibility with surrounding uses and existing residential development.</li> <li>▪ Land Use Goal 2.4: Preserve the character and enhance the quality of Belmont’s residential neighborhoods.</li> <li>▪ Land Use Goal 2.5: Enhance the Belmont Village PDA and develop a distinct identity for the area as Belmont’s vibrant town center for residents and visitors with commercial, residential, dining, civic, cultural, and entertainment activities.</li> <li>▪ Land Use Goal 2.7: Provide areas for diverse employment and business opportunities to promote diversity in Belmont’s economic base. Housing Element Goal 1: Assure the quality, safety, and livability of existing housing and the continued high quality of residential neighborhoods.</li> <li>▪ Housing Element Goal 2: Facilitate the development of a variety of housing types at appropriate locations.</li> <li>▪ Housing Element Goal 3: Expand and protect housing opportunities for all economic segments and special needs groups within the community.</li> <li>▪ Housing Element Policy 5.1 Support the provision of fair housing services to residents and ensure that residents are aware of their rights and responsibilities with respect to fair housing.</li> <li>▪ Housing Element Policy 5.2 Discourage discrimination in either the sale or rental of housing on the basis of State or federal protected classes.</li> </ul>
<p><i>Belmont Village Specific Plan (2017)</i></p>	<p>The <i>Belmont Village Specific Plan</i> was adopted in November 2017. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.1: Create a vibrant downtown that serves as the city’s shopping, employment, activity, and community center, with a compact, walkable, pedestrian-scaled development that is connected to transit.</li> <li>▪ Policy 2.1-7: Neighborhood Services. Ensure that the mix of commercial uses provides adequate neighborhood and community services for residential development in the Village to reduce the need for driving for everyday needs. In particular, encourage the provision of neighborhood and community services in the Station Core district.</li> <li>▪ Policy 2.3-3: Promote Residential Development. Promote significant new residential development to provide housing for all income levels and household types, with emphasis on affordable housing for students, persons with disabilities, seniors, and households with low, very low, and extremely low incomes.</li> <li>▪ Goal 3.1: Provide a vibrant, safe, and connected street network that facilitates multi-modal movement of people within and to the Belmont Village Planning Area and ensures the citywide goal of reducing vehicle-miles travelled consistent with ABAG’s Plan Bay Area VMT reduction targets.</li> <li>▪ Goal 3.3: Provide safe and convenient access to transit.</li> <li>▪ Policy 3.3-3: Improve access to Caltrain for all transportation modes by coordinating with the High Speed Rail Authority to ensure future improvements do not impede walking or biking to and through the station area.</li> </ul>

Policy Title	Summary
<b>City of San Carlos</b>	
<p><i>San Carlos 2030 General Plan and Housing Element (2009, 2015)</i></p>	<p>The <i>San Carlos 2030 General Plan</i> was adopted in October 2009 and the Housing Element was adopted and amended in 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU-1.2: Encourage development of higher density housing and support additional job growth within the TOD corridor while being sensitive to surrounding uses.</li> <li>▪ Policy LU-2.3: Encourage development that respects the character of the historic Downtown core.</li> <li>▪ Policy LU-2.5: Maintain a mixture of businesses that support the economic viability of Downtown.</li> <li>▪ Goal HOU-1: Promote the preservation and improvement of the quality of existing housing.</li> <li>▪ Policy HOU-1.1: Preserve and improve the existing character of established residential neighborhoods through neighborhood improvement and rehabilitation programs.</li> <li>▪ Action HOU-1.5: Require the adoption of a minimum one-to-one replacement requirement of any housing units demolished due to public action.</li> <li>▪ Goal HOU-3: Encourage housing development located close to transit, Downtown and along El Camino Real (Planning Areas 1, 2, and 3) with high-quality, higher-density, multifamily housing.</li> <li>▪ Policy HOU-5.1: Encourage a diversity of high-quality housing in various types, locations and price ranges for present and future residents.</li> <li>▪ Policy HOU-7.1: Promote the development and rehabilitation of housing to meet the needs of special needs groups, including seniors, persons with disabilities, the homeless, people with illnesses, people in need of mental health care, single parent families, large families, and others.</li> <li>▪ Goal HOU-8: Eliminate discrimination in the provision of housing.</li> </ul>
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan and Housing Element (2010, 2014)</i></p>	<p>The <i>Redwood City General Plan</i> was adopted in October 2010 and the Housing Element was updated and adopted in 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy BE-1.1: Maintain and enhance the beneficial and unique character of the different neighborhoods, corridors, and centers, and open spaces that define Redwood City.</li> <li>▪ Policy BE-2.1: Create complete neighborhoods by integrating schools, parks, child care centers, community centers, infrastructure, green spaces and parks, and other public amenities into each neighborhood.</li> <li>▪ Policy BE-2.4: Provide opportunities for housing development at a range of densities and housing types that provide various choices for current and future residents.</li> <li>▪ Goal BE-17: Develop and enhance successful, vital, and engaging centers of activity in Redwood City.</li> <li>▪ Policy BE-18.5: Encourage development and growth in the Downtown such that it serves as the city's major center of local and regional-serving retail, including encouraging relocation of retail into the Downtown core.</li> <li>▪ Policy BE-18.7: Pursue mixed-use housing and commercial development in Downtown that includes a range of housing options and affordability levels.</li> <li>▪ Goal BE-19: Provide areas for diverse employment and business opportunities with optimum commute access.</li> </ul>



Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy BE-19.6: Maintain healthy jobs:housing ratio that supports the General Fund and its capacity to pay for essential services and programs for the city's existing and future population, while providing housing choice options for employees of local businesses.</li> <li>▪ Goal BE-23: Provide a balance of business opportunities and housing choices that make it easy for persons of all income ranges to live and work in Redwood City.</li> <li>▪ Goal H-1: Maintain and improve the quality of existing housing and residential neighborhoods to provide safe and affordable housing to meet the needs of all residents in Redwood City.</li> <li>▪ Goal H-2: Promote, encourage, and assist in the development of housing that meets the needs of all socio-economic segments of the community</li> <li>▪ Goal H-3: Provide opportunities to meet Redwood City's share of regional housing needs for all income groups, and encourage a variety of housing types.</li> <li>▪ Goal H-5: Promote equal housing opportunity for all residents.</li> </ul>
<b>Town of Atherton</b>	
<p><i>Atherton General Plan and Housing Element (2015, 2020)</i></p>	<p>The <i>Atherton General Plan</i> Housing Element was updated and adopted in March 2015, and the General Plan was updated in January 2020. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 3.612: Within the limitations of the private housing market the Town shall work with private developers to encourage new housing development.</li> <li>▪ Goal 3.640: Promote private efforts to conserve and improve Atherton's existing housing supply.</li> <li>▪ Policy 3.642: The Town shall promote conservation and improvement of the condition of its existing affordable housing stock with the goal of conserving all existing affordable units.</li> <li>▪ Policy 3.672: The Town shall actively support housing opportunities for all persons regardless of race, sex, marital status, ancestry, national origin or color.</li> </ul>
<b>City of Menlo Park</b>	
<p><i>City of Menlo Park General Plan and Housing Element (2014, 2016)</i></p>	<p>The <i>City of Menlo Park General Plan</i> was adopted in November 2016. The Housing Element was adopted in April 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-2: Maintain and enhance the character, variety, and stability of Menlo Park's residential neighborhoods.</li> <li>▪ Goal LU-5: Strengthen Downtown and the El Camino Real Corridor as a vital, competitive shopping area and center for community gathering, while encouraging preservation and enhancement of Downtown's atmosphere and character as well as creativity in development along El Camino Real.</li> <li>▪ Policy H1.6: Equal Housing Opportunity. Actively support housing opportunities for all persons to the fullest extent possible. The City will ensure that individuals and families seeking housing in Menlo Park are not discriminated against on the basis of race, color, religion, marital status, disability, age, sex, family status (due to the presence of children), national origin, or other arbitrary factors, consistent with the Fair Housing laws.</li> <li>▪ Policy H2.1: Maintenance, Improvement and Rehabilitation of Existing Housing. Encourage the maintenance, improvement, and rehabilitation of the City's existing housing stock, the preservation of the City's affordable housing stock, and the enhancement of community stability to maintain and improve the character and stability of Menlo Park's existing residential neighborhoods while providing for the</li> </ul>

Policy Title	Summary
	<p>development of a variety of housing types. The provision of open space and/or quality gathering and outdoor spaces shall be encouraged.</p> <ul style="list-style-type: none"> <li>▪ Policy H2.5: Maintenance and Management of Quality Housing and Neighborhoods. Encourage good management practices, rehabilitation of viable older housing, and long-term maintenance and improvement of neighborhoods.</li> <li>▪ Goal H3: Specialized housing needs. Provide housing for special needs populations that is coordinated with support services.</li> <li>▪ Policy H4.4: Variety of Housing Choices. Strive to achieve a mix of housing types, densities, affordability levels and designs in response to the broad range of housing needs in Menlo Park.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan and Housing Element (1994, 2014)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994 and the Housing Element was updated and adopted in June 2014. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ C-GD 37: Within the urban areas of Santa Clara County, a balance should be achieved and maintained between employment levels, housing supply, infrastructure capacity, and environmental quality.</li> <li>▪ C-GD 40: Improved balance between employment and housing opportunities should include the need for: a. increased overall supply and more varied types of housing; b. housing costs commensurate with household income distribution; and c. increased proximity of housing to employment centers.</li> <li>▪ C-EC 3: Diversification in the mix of local industry should be encouraged in Santa Clara County to achieve a broader base of industrial and commercial activities in order to insulate the local economy from possible future economic downturns and to provide more lower skilled jobs.</li> <li>▪ C-EC 5: Barriers such as inadequate housing, transportation and childcare facilities which prevent individuals from obtaining employment should be reduced or eliminated.</li> <li>▪ C-EC 7: The potential impacts on businesses of all sizes should be considered in developing local government plans, policies, regulations, approval processes, and fees.</li> <li>▪ C-EC 8: Local governments, as part of an overall economic development program, should work to maintain and improve the overall quality of life in Santa Clara County by: a. increasing the supply of affordable housing; b. improving our transportation network and facilitating alternative modes;</li> <li>▪ C-EC 11: Local governments adequately plan for infrastructure improvements needed to accommodate planned growth.</li> <li>▪ HG 1: The planning for the supply and diversity of housing in each part of the urbanized areas county [sic] shall provide for existing and expected employment and household needs and a diversity of affordability that matches the diversity of household incomes, while respecting the capacity of constructed or planned public systems and services.</li> <li>▪ HG 4: The County and the cities should work cooperatively to ensure that there is a balanced housing supply sufficient to achieve countywide economic, social, and environmental objectives. Further opportunities for inter-agency, intergovernmental, interregional, and public/private cooperation should be sought out and encouraged.</li> <li>▪ HG 5: Intergovernmental and public and private cooperation shall be encouraged to achieve an adequate supply of affordable housing that meets changing demographic needs in Santa Clara County.</li> <li>▪ HG 13: The provision of affordable housing which is suitable for a variety of special needs households shall be given high priority in housing assistance programs.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ HG 21: The conservation and rehabilitation of the existing housing supply shall be encouraged and facilitated.</li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan 2030 and Housing Element (2014, 2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan 2030</i> was adopted in November 2017 and the Housing Element was updated and adopted in November 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy L-1.3: Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern.</li> <li>▪ Policy L-2.1: Maintain a citywide structure of Residential Neighborhoods, Centers, and Employment Districts. Integrate these areas with the City's and the region's transit and street system.</li> <li>▪ Goal L-3: Safe, Attractive residential neighborhoods, each with its own distinct character and within walking distance of shopping, services, schools, and/or other public gathering places.</li> <li>▪ Policy L-3.1: Ensure that new or remodeled structures are compatible with the neighborhood and adjacent structures.</li> <li>▪ Policy L-2.3: As a key component of a diverse, inclusive community, allow and encourage a mix of housing types and sizes integrated into neighborhoods and designed for greater affordability, particularly smaller housing types, such as studios, co-housing, cottages, clustered housing, accessory dwelling units and senior housing.</li> <li>▪ Policy L-5.1: Foster compact Employment Districts developed in a way that facilitates transit, pedestrian and bicycle travel. Provide mixed uses to reduce the number of auto trips.</li> <li>▪ Goal H1: Ensure the preservation of the unique character of residential neighborhoods.</li> <li>▪ Policy H2.1: Identify and implement strategies to increase housing density and diversity, including mixed-use development and a range of unit styles, near community services. Emphasize and encourage the development of affordable and mixed income housing to support the City's fair share of the regional housing needs and to ensure that the City's population remains economically diverse.</li> <li>▪ Policy H3.1: Encourage, foster, and preserve diverse housing opportunities for very low-, low-, and moderate income households.</li> <li>▪ Policy H4.1: Support programs and agencies that seek to eliminate housing discrimination.</li> <li>▪ Policy H4.2: Support housing that incorporates facilities and services to meet the health care, transit, and social service needs of households with special needs, including seniors and persons with disabilities.</li> </ul>
<b>City of Mountain View</b>	
<p><i>Mountain View 2030 General Plan and Housing Element (2012, 2014)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012 and the Housing Element was updated and adopted in October 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LUD 6.1: Neighborhood character. Ensure that new development in or near residential neighborhoods is compatible with neighborhood character.</li> <li>▪ Policy LUD 12.1: Fiscal health. Maintain and improve the City's long-term fiscal health.</li> <li>▪ Policy LUD 12.3: Land uses and revenue. Encourage land uses that generate City revenue.</li> <li>▪ Goal LUD-13: A strong local economy that retains and attracts a variety of businesses.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Goal LUD-14: A city that is a center for innovative technologies, jobs and businesses.</li> <li>▪ LUD 14.3: Business attraction. Attract innovative and emerging technology businesses to the city.</li> <li>▪ Housing Element Goal 1: Support the production of new housing units serving a broad range of household types and incomes.</li> <li>▪ Housing Element Policy 1.3: Encourage a mix of housing types, at a range of densities, that serves a diverse population, including units serving both young and mature families, singles, young professionals, single-parent households, seniors, and both first-time and move-up buyers.</li> <li>▪ Housing Element Policy 1.4: Provide higher density housing near transit, in the Downtown, near employment centers, and within walking distance of services.</li> <li>▪ Housing Element Goal 2: Provide assistance to households at different income levels to address their housing needs.</li> <li>▪ Housing Element Policy 3.1: Maintain and improve housing in Mountain View to meet health, safety, fire and other applicable codes and standards.</li> <li>▪ Housing Element Goal 5: Support fair and equal housing opportunities for all segments of the community.</li> </ul>
<b>City of Sunnyvale</b>	
<p><i>Sunnyvale General Plan, Housing Element, and Land Use and Transportation Element (2014, 2017)</i></p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011. The Land Use and Transportation Element was amended in April 2017 and the Housing Element was adopted in December 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LT-4: An Attractive Community for Residents and Businesses. In combination with the City’s Community Design Sub-Element, ensure that all areas of the city are attractive and that the city’s image is enhanced by following policies and principles of good urban design while valued elements of the community fabric are preserved.</li> <li>▪ Goal LT-5: Creation, Preservation, and Enhancement of Village Centers and Neighborhood Facilities that are Compatible with Residential Neighborhoods. Support the development of Village Centers that create an identity and “sense of place” for residential neighborhoods, provide neighborhood gathering places, and allow a vibrant mix of public, commercial, and residential activities. Through development review and other permitting processes, ensure adequate protection is provided to residential neighborhoods when new uses and development projects are considered.</li> <li>▪ Goal LT-6: Protected, Maintained, and Enhanced Residential Neighborhoods. Ensure that all residential areas of the city are maintained and that neighborhoods are protected and enhanced through urban design which strengthens and retains residential character.</li> <li>▪ Policy LT-6.1: Improve and preserve the character and cohesiveness of existing residential neighborhoods.</li> <li>▪ Goal LT-7: Diverse Housing Opportunities. Ensure the availability of ownership and rental housing options with a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the health of the community.</li> <li>▪ Goal LT-11: Supportive Economic Development Environment. Facilitate an economic development environment that supports a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal, and land use constraints.</li> <li>▪ Goal LT-12: Balanced Economic Base. Develop a balanced economic base that can resist downturns of any one industry and provides revenue for City services.</li> <li>▪ Goal LT-13: Protected, Maintained, and Enhanced Commercial Areas, Shopping Centers, and Business Districts. Achieve attractive commercial centers and business</li> </ul>

Policy Title	Summary
	<p>districts and buildings that are maintained and allow a full spectrum of businesses that operate unencumbered.</p> <ul style="list-style-type: none"> <li>▪ Policy LT-13.1: Identify valuable physical characteristics and business aspects, and protect the uniqueness and integrity of all business areas and districts.</li> <li>▪ Goal LT-14: Special and Unique Land Uses to Create a Diverse and Complete Community. Provide land use and design guidance so that special and unique areas and land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.</li> <li>▪ Goal A: Assist in the provision of adequate housing to meet the diverse needs of Sunnyvale's households of all income levels.</li> <li>▪ Policy A.1: Encourage diversity in the type, size, price and tenure of residential development in Sunnyvale, including single-family homes, townhomes, apartments, mixed-use housing, transit-oriented development and live-work housing.</li> <li>▪ Goal B: Maintain and enhance the conditions and affordability of existing housing in Sunnyvale.</li> <li>▪ Goal D: Provide adequate sites for the development of new housing through appropriate land use and zoning to address the diverse needs of Sunnyvale's residents and workforce.</li> <li>▪ Goal E: Promote equal housing opportunities for all residents, including Sunnyvale's special needs populations, so that residents can reside in the housing of their choice.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan and Housing Element (2010, 2014)</i></p>	<p>The <i>City of Santa Clara 2010–2035 General Plan</i> was adopted in November 2010 and the Housing Element was updated in 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 5.3.1-P1: Preserve the unique character and identity of neighborhoods through community-initiated neighborhood planning and design elements incorporate in new development.</li> <li>▪ Policy 5.3.1-P5: Implement a range of development densities and intensities within General Plan land use classification requirements to provide diversity, use land efficiently and meet population and employment growth.</li> <li>▪ Policy 5.3.2-G1: Equitable housing opportunities within the community for persons of all economic levels, regardless of religion, gender, sexual orientation, marital status, national origin, ancestry, familial status, race, color, age, source of income or mental or physical disability.</li> <li>▪ Policy 5.3.2-G2: A variety of housing types, sizes, location and tenure in order to maintain social and economic diversity in the City.</li> <li>▪ Policy 5.3.2-G3: Affordable housing units dispersed throughout the City to avoid a concentration in any one neighborhood.</li> <li>▪ Policy 5.3.2-G4: Respect for the existing character and quality of adjacent neighborhoods from new residential development and redevelopment.</li> <li>▪ Policy 5.3.2-G5: Compliance with all State and federal regulations related to housing opportunities and the prevention of discrimination.</li> <li>▪ Policy 5.3.3-G1: A variety of retail, commercial and neighborhood office uses throughout the City, consistent with the intensities defined in the commercial land use classifications.</li> <li>▪ Policy 5.3.5-P1: Work with existing Santa Clara businesses to retain and expand employment opportunities and strengthen the existing tax base.</li> <li>▪ Policy 5.3.5-P2: Encourage existing businesses that may be displaced by new development to relocate within Santa Clara.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Housing Element Policy A-1: Maintain and improve the quality of residential neighborhoods, eliminate housing deficiencies and prevent future blight through the encouragement of ongoing maintenance, rehabilitation and conservation of existing housing stock.</li> <li>▪ Housing Element Goal C: Provide housing within the community for persons of all economic levels, regardless of religion, gender, sexual orientation, marital status, national origin, ancestry, familial status, source of income, or mental or physical disability.</li> <li>▪ Housing Element Goal D: Provide an adequate variety of individual choices of housing tenure, type and location, including higher density where possible, especially for low and moderate income and special needs households.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan and 2014-2023 Housing Element (2015, 2018)</i></p>	<p>The City of San Jose adopted <i>Envision San José 2040 General Plan</i> in 2011 and updated it in 2018. The following goals and policies from the plan are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy IE-1.5: Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure.</li> <li>▪ Policy IE-1.6: Plan land uses, infrastructure development, and other initiatives to maximize utilization of the Mineta San Jose International Airport, existing and planned transit systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, and the roadway network. Consistent with other General Plan policies, promote development potential proximate to these transit system investments compatible with their full utilization. Encourage public transit providers to serve employment areas.</li> <li>▪ Policy IE-1.9: Invest in strategic infrastructure improvements, as appropriate, in order to encourage private investment, reduce new construction costs, increase business efficiency, and in order to support business retention and growth, stimulate economic activity, and employ people.</li> <li>▪ Policy IE-1.13: Achieve goals related to Quality Neighborhoods, including diverse housing options, a walkable/bikable public street and trail network and compact, mixed-use development where infrastructure exists to distinguish San Jose as a livable and attractive city, to promote interaction among community members, and to attract talented workers to the City.</li> <li>▪ Policy IE-6.2: Attract and retain a diverse mix of businesses and industries that can provide jobs for the residents of all skill and education levels to support a thriving community.</li> <li>▪ Policy IE-6.3: Attract job opportunities accessible to all of San Jose’s residents, particularly residents in low-income neighborhoods.</li> <li>▪ Policy FS-4.1: Preserve and enhance employment land acreage and building floor area capacity for various employment activities because they provide revenue, near-term jobs, contribute to our City’s long-term achievement of economic development and 2 job growth goals, and provide opportunities for the development of retail to serve individual neighborhoods, larger community areas, and the Bay Area.</li> <li>▪ Policy H-1.1: Through the development of new housing and the rehabilitation of existing housing, facilitate the creation of economically, culturally, and demographically diverse and integrated communities.</li> <li>▪ Policy H-1.2: Facilitate the provision of housing sites and structures across location, type, price and status as rental or ownership that respond to the needs of all economic and demographic segments of the community including seniors, families, the homeless and individuals with special needs.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy H-1.3: Create housing opportunities and accessible living environments that allow seniors to age in place, either in the same home, assisted living facilities, continuing care facilities, or other housing types within the same community.</li> <li>▪ Policy H-1.4: Encourage the location of housing designed for senior citizens in neighborhoods where health and community facilities and services are within a reasonable walking distance and are accessible by public transportation.</li> <li>▪ Policy H-1.5: Facilitate the development of multi-generational housing in compact form that meets the needs of families living together.</li> <li>▪ Policy H-1.7: Comply with State and Federal laws prohibiting discrimination in housing and that support fair and equal access to housing.</li> <li>▪ Policy H-2.1: Facilitate the production of extremely low-, very low-, low-, and moderate-income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs.</li> <li>▪ Policy H-2.2: Integrate affordable housing in identified growth locations and where other housing opportunities may exist, consistent with the Envision General Plan.</li> <li>▪ Policy H-2.3: Conserve viable housing stock through a balanced combination of housing code enforcement and complementary programs such as rehabilitation loans and grants to help maintain the supply of low-priced housing.</li> <li>▪ Policy H-2.4: Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances.</li> <li>▪ Policy H-2.5: Facilitate second units on single-family residential lots, in conformance with our City's Secondary Unit Ordinance, to take advantage of a potential source of affordable housing and to assist our City in meeting its needs as identified in its Consolidated Plan.</li> <li>▪ Policy H-2.6: Evaluate and incorporate, if feasible, an affordable housing component in the preparation of specific plans, master plans, or strategy plans that include plans for housing.</li> <li>▪ Policy H-2.7: Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement.</li> <li>▪ Policy H-2.8: Facilitate the production of affordable and safe housing for workers who provide goods and services to San Jose residents and businesses.</li> <li>▪ Policy H-2.11: Update the City's dispersion policy: 1) to align the location of future affordable housing developments with planned future Growth Areas identified in the Envision General Plan; 2) to be consistent with the City's inclusionary housing ordinance; 3) to maximize the access of transit, retail, services, and amenities to affordable housing developments; and 4) to reemphasize the support for integration and complete communities.</li> <li>▪ Policy H-2.13: Maintain our City's Inclusionary Housing Policy and Ordinance, and provide technical assistance to the development community to ensure that residential projects conform to it.</li> <li>▪ Policy H-2.14: Support State and federal regulations that preserve "at-risk" subsidized rental units subject to potential conversion to market rate rents and that will encourage equitable and fair policies that protect tenant and owner rights.</li> <li>▪ Policy: H-3.4: Promote the conservation and rehabilitation of existing viable housing stock.</li> <li>▪ Policy H-3.5: Prioritize housing resources to assist those groups most in need, or to those geographic locations in the City that most require investment in order to improve neighborhood blight conditions.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy H-3.6: Regulate conversions of rental apartments to condominium or community apartment projects to meet public health and safety standards and to assist displaced renters. Residential rentals undergoing conversion should meet or exceed the minimum residential density in this Plan.</li> <li>▪ Policy LU-1.1: Foster development patterns that will achieve a complete community in San Jose, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.</li> <li>▪ Policy LU-1.6: Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.</li> <li>▪ Policy LU-2.1: Provide significant job and housing growth capacity within strategically identified "Growth Areas" in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.</li> <li>▪ Policy LU-2.2: Include within the Envision General Plan Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas:             <ul style="list-style-type: none"> <li>- Downtown – The City's Downtown Strategy plans for ambitious job and housing growth capacity in the Downtown area to reinforce its role as San Jose's civic, cultural and symbolic center and to support key infrastructure investments, including the planned BART and High-Speed Rail systems.</li> <li>- Urban Villages: BART/Caltrain Station Areas – To maximize utilization of the Caltrain and BART systems, support regional commuting and foster the City's growth as a regional job center, significant new job growth capacity is planned for the each of the BART / Caltrain Urban Villages. Significant job and housing growth capacity is planned for the Berryessa BART station area in order to support intensification of the station area as a regional employment destination and to achieve a level of density consistent with that planned for other BART and Light Rail station areas.</li> <li>- Urban Villages: Transit / Commercial Corridors – A large and balanced amount of job and housing growth capacity is planned for the Transit / Commercial Corridor Urban Villages with the goal to maximize the opportunity for creating new mixed-use Urban Villages in these areas. While the BART area job capacity is planned primarily for mid-rise and high-rise offices, the Light Rail Urban Villages provide more opportunity for retail and service jobs that benefit from close proximity to residential use. Although the BART system serves as a regional transit line that brings workers from throughout the region to employment centers within San Jose, the light rail system is more appropriate for shorter commute trips and is also less likely to generate land use compatibility concerns. Accordingly, it is appropriate to include more residential and retail growth capacity along the light rail system. The Oakridge Mall Light Rail station area is particularly of interest because of its size and high level of unrealized potential to support a walkable, mixed-use community owing to the amount and diversity of established commercial uses and other services already located within the area.</li> </ul> </li> <li>▪ Policy LU-9.3: Integrate housing development with our City's transportation system, including transit, roads, and bicycle and pedestrian facilities.</li> <li>▪ Policy LU-9.10: Discourage substantial expansion of existing nonresidential uses (e.g., major structural improvements or expansions) that are incompatible with residential uses on properties designated for residential use.</li> </ul>



Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Policy LU-9.13: Equitably distribute residential social service programs (e.g., board and care facilities) throughout the City, especially in areas with access to transit, rather than concentrating them in a few areas. Encourage the County and other social service licensing agencies to recognize and implement this policy.</li> <li>▪ Policy LU-9.14: Allow small residential care and service facilities, supportive housing, and transitional housing for up to six persons, in residential neighborhoods of any density. Encourage facilities for more than six persons to locate in areas with access to transit, retail, services, and other amenities.</li> <li>▪ Policy LU-10.3: Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.</li> <li>▪ Policy LU-10.5: Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.</li> <li>▪ Policy LU-11.5: Integrate new and existing neighborhoods and facilitate movement throughout the City by connecting streets and particularly by providing pedestrian and bicycle cross-access connections. Integrate new infill development into the existing neighborhood pattern, continuing, and where applicable extending or completing, the existing street network.</li> <li>▪ Policy TR-1.1: Accommodate and encourage use of non-automobile transportation modes to achieve San Jose’s mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).</li> <li>▪ Policy TR-1.3: Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle.</li> <li>▪ Policy TR-3.3: As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.</li> <li>▪ Policy TR-3.4: Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.</li> <li>▪ Policy TR-4.1: Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.</li> <li>▪ Policy TR-4.3: Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.</li> <li>▪ Policy TR-4.4: Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.</li> </ul>
<p><i>Midtown Specific Plan</i> (1992)</p>	<p>The <i>Midtown Specific Plan</i> was adopted by the City of San Jose in 1992. The following goals and policies from the plan are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1: A wide diversity of multi-family and alternative housing types, as well as a mixture of rental and ownership housing, should be encouraged.</li> <li>▪ Policy 1.4: Existing industrial uses should be encouraged to remain and intensify between Park Avenue and West San Carlos Street.</li> <li>▪ Policy 1.11: Appropriate setbacks and treatments should be established between future residential development and the mainline railroad tracks along the eastern edge of the Cahill West neighborhood.</li> </ul>

Policy Title	Summary
	<ul style="list-style-type: none"> <li>▪ Objective 5: Preserve and intensify existing industrial and commercial-service uses along the Lincoln and Auzerais Avenue corridors.</li> <li>▪ Policy 3.3: Any new industrial/commercial development should provide adequate mitigation for nearby existing or planned residential uses.</li> <li>▪ Policy 3.4: To retain the important economic contribution of the properties designated Combined Industrial/Commercial (e.g., the Del Monte plant on Auzerais Avenue), new uses in close proximity to the Combined Industrial/Commercial areas should provide an adequate buffer for noise, vibration, and other potential conflicts.</li> </ul>
<p><i>Diridon Station Area Plan (2014)</i></p>	<p>The <i>Diridon Station Area Plan</i> was adopted by the City of San Jose in 2014. The following goals and policies from the plan are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Establish a land use plan and policy framework that will guide future development and redevelopment toward land uses that support transit ridership and economic development and create a world-class cultural destination.</li> <li>▪ Improve pedestrian, bicycle, motorized and transit connectivity between the station site and existing adjacent commercial and residential areas.</li> <li>▪ Develop and implement urban design standards that promote walkable, livable, and business supportive environments within the Diridon Station Area.</li> <li>▪ Provide a variety of commercial and mixed-use development opportunities, ranging from large-scale corporate or institutional sites to smaller infill development sites.</li> <li>▪ Create a highly active and lively pedestrian and bicycle friendly environment with excellent connectivity to downtown destinations and regional transit.</li> <li>▪ Enhance the existing neighborhoods and add high-density residential-commercial mixed-use development within the study area and to act as a catalyst for similar developments in surrounding areas.</li> </ul>
<p><i>Tamien Station Area Specific Plan (1995)</i></p>	<p>The <i>Tamien Station Area Specific Plan</i> was adopted by the City of San Jose in 1994. The following goals and policies from the plan are relevant to the project:</p> <p>Transit and Pedestrian Goals and Objectives</p> <ul style="list-style-type: none"> <li>▪ Create a combination of land uses that effectively support transit use, reduce dependency on the automobile, and attract pedestrian activity.</li> </ul> <p>Livable Community Goals and Objectives</p> <ul style="list-style-type: none"> <li>▪ Protect people and property in the Tamien Station area from potential environmental hazards such as noise, flooding, and the impacts associated with increased traffic.</li> </ul> <p>Neighborhood Compatibility Goals and Objectives</p> <ul style="list-style-type: none"> <li>▪ Maintain the positive qualities and characteristics of existing neighborhoods by ensuring that new development is compatible with existing neighborhoods.</li> <li>▪ Create a positive environment for the new neighborhoods developed in the Tamien Station area by preserving and enhancing the character of existing neighborhoods.</li> </ul>

Sources: ABAG and MTC 2017; City and County of San Francisco 2010c, 2010d, 2015; City of Belmont 2015, 2017a, 2017b; City of Brisbane 1994, 2015b, 2018, 2020b; City of Burlingame 2015, 2018a; City of Menlo Park 2014, 2016; City of Millbrae 1998, 2015, 2016a; City of Mountain View 2012, 2014a; City of Palo Alto 2014, 2017a; City of Redwood City 2010, 2014; City of San Bruno 2009, 2015; City of San Carlos 2009, 2015; City of San Jose 1992, 1995, 2014, 2015, 2018; City of San Mateo 2009, 2011a, 2015c, 2015d; City of Santa Clara 2010, 2014; City of South San Francisco 1999, 2015a; City of Sunnyvale 2014, 2017; County of San Mateo 2011, 2013a, 2015; County of Santa Clara 1994, 2014; Town of Atherton 2015a, 2020

ABAG = Association of Bay Area Governments  
 BART = Bay Area Rapid Transit  
 PDA = Priority Development Area  
 TOD = transit-oriented development  
 TPA = Transit Priority Areas  
 VMT = vehicle miles traveled

## Station Planning, Land Use, and Development

**Table 12 Regional and Local Plans and Policies Relevant to Station Planning, Land Use, and Development**

Plans and Policies	Summary
<b>Regional</b>	
<p><i>Plan Bay Area 2040</i> (2017)</p>	<p>The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted Plan Bay Area 2040 as the Bay Area’s long-term regional transportation and land use blueprint in July 2017. The plan focuses growth and development on nearly 200 priority development areas, which are existing neighborhoods served by public transit that have been identified as appropriate for additional, compact transit-oriented development. One of these priority development areas is the industrial and vacant lands in Brisbane between Bayshore Boulevard on the west and US 101 on the east.</p> <p>The following economic development action is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Increase transportation access to growing and potential job centers: Broaden core capacity transit study partnership to cover a larger geography to plan for major transportation capital investments; move forward on planning efforts for a second Transbay Tube and on construction efforts for the California High Speed Rail system; continue to evaluate a means-based fare or other methods for reducing or eliminating transportation costs for lower-wage workers and students; evaluate expanded support for local transit systems that address first-mile, last-mile problems; and evaluate transportation improvements that could facilitate downtown revitalization in areas needing economic development.</li> </ul>
<p><i>San Francisco Bay Plan</i> (2019)</p>	<p>The San Francisco Bay Plan was prepared by BCDC. The plan was adopted in 1969, with amendments in October 2019. The <i>San Francisco Bay Plan</i> covers all tidal areas of San Francisco Bay, a shoreline band located between the Bay shoreline and a line that covers land 100 feet landward of and parallel to the Bay shoreline, salt ponds and managed wetlands that have been diked off from the Bay, and certain waterways. The project includes areas within BCDC jurisdiction adjacent to Mission Creek and Islais Creek in San Francisco, in and adjacent to Visitacion Creek and Brisbane Lagoon in Brisbane, adjacent to Oyster Bay and near Colma Creek in South San Francisco, and adjacent to El Zanjon Creek in San Bruno. A summary of some of the pertinent policies in the Bay Plan is included below.</p> <ul style="list-style-type: none"> <li>▪ Bay Fill Policies. Overall policies regarding the fill of San Francisco Bay/tidal waterways are found in the <i>Major Conclusions and Policies</i> Section of <i>Part I, Summary</i> of the Bay Plan. Policy 4 (Justifiable Filling) identifies that some bay filling may be justified for purposes providing substantial public benefits (if these same benefits could not be achieved equally well without filling).</li> <li>▪ Shoreline Band (Priority Use) Policies. Overall policies regarding development within BCDC’s shoreline band jurisdiction are found in the <i>Developing the Bay and Shoreline to Their Highest Potential</i> Section of <i>Part I, Summary</i> of the Bay Plan. Specifically Section 3 (a)(1) provides that areas designated for priority uses and depicted on maps within the plan are reserved for those specific uses. As such, activities proposed to occur in priority use areas must be consistent with the designated use of the area.</li> <li>▪ Shoreline Band (Non-Priority Use) Policies. Overall policies regarding development within BCDC’s shoreline band jurisdiction are found in the <i>Developing the Bay and Shoreline to Their Highest Potential</i> Section of <i>Part I, Summary</i> of the Bay Plan. Specifically Section 3 (a)(2) reiterates the provisions of the McAteer-Petris Act that provides that the sole basis on which BCDC may deny an application for a shoreline</li> </ul>

Plans and Policies	Summary
	<p>development permit is that the project fails to provide maximum feasible public access to the Bay and the shoreline.</p> <ul style="list-style-type: none"> <li>▪ Transportation Policies. The Bay Plan also includes policies specific to transportation projects. Overall policies regarding transportation are found in the <i>Transportation Section of Part IV, Development of the Bay and Shoreline: Findings and Policies</i> Section. Specifically, Policy 1 encourages alternative methods of transportation that support transit and that do not require fill and Policy 4 identifies that transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline. Furthermore, Finding (d) identifies that primary reliance on the single-occupant vehicle for transportation in the Bay Area means further pressures to use the Bay and that a primary goal of transportation planning, from the point of view of preserving and properly using the Bay, should be a substantial reduction in dependence on the single-occupant vehicle.</li> </ul> <p>The Bay Plan maps designate Brisbane Lagoon and a 100-foot shoreline band as Waterfront Park, Beach in the Bay Plan. Uses encouraged in waterfront parks include camping facilities accessible to boaters; public boat launching facilities; facilities that emphasize hiking, bicycling, riding trails, picnic facilities, swimming, environmental, historical and cultural education and interpretation, viewpoints, beaches, and fishing; and trails. Relevant policies specific to the designated waterfront park areas adjacent to the project include:</p> <ul style="list-style-type: none"> <li>▪ 16. (Area along U.S. 101 Adjacent to the Brisbane Lagoon) – Provide safe, accessible, pedestrian access across freeway.</li> <li>▪ 17. (East side of U.S. 101 North of Brisbane Lagoon) – No roadway in Bay east of U.S. 101.</li> <li>▪ 18. U.S. 101 Causeway – Develop scenic frontage road and turnouts for fishing and viewing. Protect shellfish beds offshore.</li> <li>▪ 19. Bay View Park – Provide trail linking to waterfront.</li> </ul>
<b>City and County of San Francisco</b>	
<p><i>City of San Francisco General Plan (1996, 2004, 2010, 2014, 2015)</i></p>	<p>The City of San Francisco General Plan was adopted in 1996, with partial updates in 2004, 2008, 2010, 2011, 2012, 2014, and 2015. The following policies are relevant to the project:</p> <p>Housing Element</p> <ul style="list-style-type: none"> <li>▪ Policy 2.1: Discourage the demolition of sound existing housing, unless the demolition results in a net increase in affordable housing.</li> <li>▪ Policy 13.1: Support “smart” regional growth that locates new housing close to jobs and transit.</li> <li>▪ Policy 13.3: Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.</li> </ul> <p>Commerce and Industry</p> <ul style="list-style-type: none"> <li>▪ Policy 6.9: Regulate uses so that traffic impacts and parking problems are minimized.</li> </ul> <p>Recreation and Open Space</p> <ul style="list-style-type: none"> <li>▪ Policy 1.3: Preserve existing open space by restricting its conversion to other uses and limiting encroachment from other uses, assuring no loss of quantity or quality of open space.</li> <li>▪ Policy 3.4: Encourage non-auto modes of transportation—transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.</li> </ul>

Plans and Policies	Summary
	<p>Transportation Element</p> <ul style="list-style-type: none"> <li>▪ Policy 2.1: Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development and coordinate new facilities with public and private development.</li> <li>▪ Policy 2.5: Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.</li> <li>▪ Policy 4.5: Provide convenient transit service that connects the regional transit network to major employment centers outside the downtown area.</li> <li>▪ Policy 4.7: Locate outlying rapid transit stations close to the commercial and high-density residential districts and employment centers of each community.</li> <li>▪ Objective 7: Develop a parking strategy that encourages short-term parking at the periphery of downtown and long-term intercept parking at the periphery of the urbanized area to meet the needs of long-stance commuters traveling by automatable to San Francisco or nearby destinations.</li> <li>▪ Policy 7.3: Maintain a supply of parking commensurate with demand at outlying intercept parking facilities that have good connections to transit and ride-sharing opportunities.</li> <li>▪ Policy 9.1: Accommodate bicycles on regional transit facilities and important regional transportation links, such as the City's light rail vehicles, wherever and whenever practically feasible.</li> <li>▪ Objective 16: Develop and implement programs that will effectively manage the supply of parking at employment centers throughout the city so as to discourage single-occupant ridership and encourage ridesharing, transit, and other alternatives to the single-occupant automobile.</li> <li>▪ Objective 17: Develop and implement parking management programs in the downtown that will provide alternatives encouraging the efficient use of the area's limited parking supply and abundant transit services.</li> <li>▪ Policy 20.4: Develop transit centers according to established guidelines.</li> <li>▪ Policy 21.1: Provide transit service from residential areas to major employment centers outside the downtown area.</li> <li>▪ Policy 28.4: Provide bicycle parking at all transit terminals.</li> </ul> <p>Environmental Protection Element</p> <ul style="list-style-type: none"> <li>▪ Policy 11.1: Discourage new uses in areas in which the noise level exceeds the noise compatibility guidelines for that use.</li> <li>▪ Policy 11.3: Locate new noise-generating development so that the noise impact is reduced.</li> </ul> <p>Air Quality Element</p> <ul style="list-style-type: none"> <li>▪ Policy 3.1: Take advantage of the high density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.</li> <li>▪ Policy 3.2: Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.</li> <li>▪ Policy 3.6: Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.</li> </ul> <p>Bayview Hunters Point Area Plan</p>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 5.1: Preserve and enhance the existing character of residential neighborhoods.</li> <li>▪ Policy 5.3: Conserve and enhance the existing supply of public housing.</li> </ul>
<p><i>Mission Bay North Redevelopment Plan (1998)</i></p>	<p>The City and County of San Francisco approved the Mission Bay North Redevelopment Plan in October 1998. The following policies and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Land Use Policy 1: Consider land use compatibility in siting the various uses.</li> <li>▪ Land Use Policy 2: Integrate Mission Bay North land uses, scale and circulation systems with surrounding districts and San Francisco Bay.</li> <li>▪ Objective 10: Accommodate the expansion of transit services to, from, through and within Mission Bay North.</li> </ul>
<p><i>Redevelopment Plan for the Mission Bay South Redevelopment Project (2018)</i></p>	<p>The City and County of San Francisco approved amendments to the Mission Bay South Redevelopment Plan in March 6, 2018. The following objectives and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Land Use Policy 1: Consider land use compatibility in siting the various uses.</li> <li>▪ Land Use Policy 2: Integrate Mission Bay South land uses, scale and circulation systems with surrounding districts and San Francisco Bay.</li> <li>▪ Objective 10: Accommodate the expansion of transit services to, from, through and within Mission Bay South.</li> </ul>
<p><i>Transit Center District Plan- A Sub-Area Plan of the Downtown Plan (2012)</i></p>	<p>The San Francisco Planning Department adopted the Transit Center District Plan in May 2012. The following objectives and policies are relevant to the project and are provided for informational purposes only since the plan has not been adopted:</p> <ul style="list-style-type: none"> <li>▪ Objective 1.1: Maintain Downtown San Francisco as the region's premier location for transit-oriented job growth within the Bay Area.</li> <li>▪ Objective 1.3: Continue to foster a mix of land uses to reinforce the 24-hour character of the area.</li> <li>▪ Objective 4.13: Support enhanced funding and capacity for regional transit service to support increases in population and employment growth as well as shifts from auto to public transit travel.</li> </ul>
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan Policies (2013)</i></p>	<p>The <i>San Mateo County General Plan</i> was approved in November 1986, and the goals and policies were updated in 2013. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 7.2: Designate land uses in order to support and strengthen existing local economies (i.e., jobs, incomes and housing to support local populations).</li> <li>▪ Objective 7.16: Land Use Objectives for Urban Areas Locate land use designations in urban areas (urban unincorporated areas) in order to: (1) maximize the efficiency of public facilities, services and utilities, (2) minimize energy consumption, (3) encourage the orderly formation and development of local government agencies, (4) protect and enhance the natural environment, (5) revitalize existing developed areas, and (6) discourage urban sprawl.</li> <li>▪ Goal 8.1: Plan for a compatible and harmonious arrangement of land uses in urban areas by providing a type and mix of functionally well-integrated land uses which meets general social and economic needs.</li> <li>▪ Land Use Compatibility Goal 8.15: (a) Protect and enhance the character of existing single-family areas; (b) Protect existing single-family areas from adjacent incompatible land use designations which would degrade the environmental quality and economic stability of the area; (c) Encourage transit-oriented development in</li> </ul>

Plans and Policies	Summary
	<p>appropriate locations and a mixture of appropriate land uses that would enhance neighborhood quality and support pedestrian and bicycle activity.</p> <ul style="list-style-type: none"> <li>▪ Land Use Compatibility Goal 8.16: Ensure that commercial development is compatible with adjacent land uses and supports a mixture of commercial activity with appropriate service-oriented and transit-oriented land uses.</li> </ul>
<p><i>North Fair Oaks Community Plan (2011)</i></p>	<p>The <i>North Fair Oaks Community Plan</i> was approved in November 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.1: Encourage mixed-use development along major commercial corridors and within industrial areas to support a vibrant, urban community that integrates a range of amenities in close proximity to surrounding residential neighborhoods.</li> <li>▪ Goal 2.4: Encourage transit-oriented development within North Fair Oaks.</li> <li>▪ Policy 4A: Establish a higher density mixed-use district within a 0.25-mile radius of the potential future multi-modal-transit hub at the intersection of the Southern Pacific Railroad tracks and Middlefield Road. Higher densities in this area will support transit, reduce automobile use, and maximize development of vacant and underutilized lots while providing needed housing and other uses.</li> </ul>
<p><b>City of Brisbane</b></p>	
<p><i>City of Brisbane General Plan (2018, 2020)</i></p>	<p>The <i>1994 General Plan, City of Brisbane</i> was adopted in June 1994. In November 2018, the City of Brisbane and the city’s voters approved an amendment to the General Plan related to Brisbane Baylands. The approved General Plan amendment allows for residential uses on the northwest quadrant of the site (between Schlage Lock on the north, Main Street on the south, Bayshore Boulevard on the west, and the Caltrain alignment on the east). Non-residential uses are allowed west and east of the Caltrain alignment. The approved General Plan amendment allows up to 2,200 dwelling units, 6.5 million square feet of new commercial development, and up to 500,000 square feet of hotel development. Based on the November 2018 General Plan Amendment, the Land Use chapter was updated in January 2020. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU.3: Establish a mix of land uses that best serves the needs of the community. Program LU.3.a: When evaluating land uses, consider whether a use would result in adverse impacts on existing and proposed land uses nearby, and whether those impacts can be mitigated.</li> <li>▪ Policy LU.5: Establish a mix of uses with a diversified economic base to maintain and increase tax revenues and contribute to the City's ability to provide services.</li> <li>▪ Policy 82. Encourage the preservation, conservation and restoration of open space to retain existing biotic communities, including rare and endangered species habitat, wetlands, watercourses and woodlands.</li> </ul>
<p><b>City of South San Francisco</b></p>	
<p><i>South San Francisco General Plan (1999)</i></p>	<p>The <i>South San Francisco General Plan</i> was adopted in October 1999. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 2-G-1: Preserve the scale and character of established neighborhoods, and protect residents from changes in non-residential areas.</li> <li>▪ 2-G-2: Maintain a balanced land use program that provides opportunities for continued economic growth, and building intensities that reflect South San Francisco’s prominent inner bay location and excellent regional access.</li> <li>▪ 2-G-8: Provide incentives to maximize community orientation of new development, and to promote alternative transportation modes.</li> </ul>

Plans and Policies	Summary
<b>City of San Bruno</b>	
<p><i>San Bruno General Plan</i> (2009)</p>	<p>The <i>San Bruno General Plan</i> was adopted in March 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ LUD-26: During the Zoning Ordinance Update, create a transit-oriented zoning district surrounding the BART and Caltrain stations, and along the El Camino Real and San Bruno Avenue transit corridor. Within the district, reduce building setbacks, increase development intensities, require pedestrian connections, reduce parking requirements, and consider establishment of minimum development intensities.</li> <li>▪ LUD-27: Create clear pedestrian connections from the BART and Caltrain stations to neighboring commercial nodes as follows:               <ul style="list-style-type: none"> <li>- Install pedestrian connections between the San Bruno BART station, The Shops at Tanforan, and Towne Center. Coordinate these connections with infill development and the internal street network.</li> <li>- Install pedestrian connections between the planned San Bruno Avenue Caltrain station and Downtown. Coordinate these connections with infill housing construction.</li> </ul> </li> <li>▪ LUD-48: Promote transit-oriented design along San Bruno Avenue, east of Huntington Avenue. Permit a diverse mix of commercial employers with retail frontage, streetscaping, pedestrian connections, and transit shelters.</li> </ul>
<b>City of Millbrae</b>	
<p><i>City of Millbrae General Plan</i> (1998)</p>	<p>The <i>City of Millbrae General Plan</i> was adopted in November 1998 and is currently in the process of being updated. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU1.4, Conflicts between Residential and Non-Residential Uses: Eliminate, to the greatest extent possible, noise, parking, traffic, and other conflicts between residential and non-residential land uses.</li> <li>▪ Policy LU3.4, General Plan Land Uses and the Planning and Zoning Regulations: Require that all proposed projects be consistent with the General Plan and other applicable development standards established by the City's Planning and Zoning Regulations.</li> <li>▪ Policy LU3.5: Millbrae Station Area               <ol style="list-style-type: none"> <li>a. Capitalize on the opportunity presented by construction of the new Millbrae BART/Caltrain intermodal station to enhance the City's economic development and implement the Millbrae Station Area Specific Plan.</li> <li>b. Development surrounding the station should be of an appropriate intensity to promote the creation of a transit-oriented district, to reinforce transit ridership, and to create a vibrant activity center and gateway to the City.</li> <li>c. The types of uses and the treatment of development within the station area should promote an active, safe and interesting pedestrian and vehicular environment during the day and evening hours.</li> <li>d. New development within the station area should complement and reinforce adjacent areas such as the Downtown to create a cohesive and seamless urban fabric served by major urban transportation systems.</li> <li>e. Within these parameters, development regulations should provide sufficient flexibility to respond to changing market conditions, and to promote the creation of a mixed-use district.</li> </ol> </li> </ul>



Plans and Policies	Summary
<p><i>Millbrae Station Area Specific Plan (2016)</i></p>	<p>The <i>Millbrae Station Area Specific Plan</i> was adopted in February 2016. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ P-LU 1: Encourage a rich mix of transit-supportive land uses in the Plan Area in close proximity to one another to encourage transit use, walking, and bicycling.</li> <li>▪ P-LU 2: Promote a mix of uses that support a day and evening environment in the immediate vicinity of the Millbrae Station. Uses that bring evening and weekend activity include retail shopping and services, food stores, restaurants and cafes, hotels, health clubs, and other similar uses.</li> <li>▪ P-LU 3: Encourage residential mixed-use development with ground-floor retail spaces facing El Camino Real that support transit and downtown businesses.</li> <li>▪ P-LU 8: Ensure that proposed land uses are compatible with the noise environment, including rail, freeway, road traffic, and aircraft.</li> <li>▪ P-LU 12: Ensure new development includes appropriate buffers for land use compatibility between new uses and existing uses.</li> <li>▪ P-LU 13: Ensure new uses contribute to a balanced mix of uses in the Plan Area consistent with the land use regulations set forth in Chapter 5.</li> <li>▪ P-CP 19. Establish parking standards that are adequate to serve new development but encourage the use of transit and alternate modes.</li> <li>▪ P-CP 21. Design and locate parking facilities to be compatible with adjacent areas and to reinforce the pedestrian environment.</li> <li>▪ Policy 4.1, Land Use Plan: Transit-Oriented Development (TOD). The Specific Plan envisions a wide variety of uses in areas closest to the Millbrae BART/Caltrain Station (Millbrae Station), including the current BART parking lots, that take advantage of station proximity. Transit-Oriented Development (TOD) is a compact, walkable, high-density mixed-use residential and commercial area located within one-quarter to one-half mile of a transit station, incorporating features to encourage transit use throughout the day such as a mix of uses, high-quality pedestrian and bicycle access, narrow streets, and reduced parking requirements. Development for this area includes land use types such as residential, office, hotel, and ground-floor retail. The Specific Plan promotes the integration of these uses on individual sites and within single projects. All new development will prioritize access to transit. The integration of residential and employment uses will ensure that there is activity in the station area during the day and in the evenings.</li> </ul>
<b>City of Burlingame</b>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The <i>Envision Burlingame General Plan</i> was adopted in January 2019. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: To assure that Burlingame will continue to be a “well-rounded” city with residences, schools, business, industry, and space and facilities for social, recreational and cultural activities.</li> <li>▪ Policy L(A): In recognition of its special locational advantages of good access to all forms of transportation and proximity to the major downtown area high density, multi-story residential land use shall be encouraged.</li> </ul>
<p><i>Burlingame Downtown Specific Plan (2018)</i></p>	<p>The <i>Burlingame Downtown Specific Plan</i> was adopted in October 2010 and amended in August 2018. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-2: Provide incentives for a vibrant, diverse mix of uses.</li> <li>▪ Policy LU-2.2: Encourage a mix of uses in areas currently dominated by a single land use.</li> </ul>

Plans and Policies	Summary
<p><i>North Burlingame/Rollins Road Specific Plan (2007)</i></p>	<p>The <i>North Burlingame/Rollins Road Specific Plan</i> was amended in February 2007. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal A: Land uses in the North Burlingame/Rollins Road area should take advantage of the area's access to the Millbrae Intermodal Station, the Broadway Caltrain Station and U.S. 101, as well as its proximity to Mills Peninsula Hospital, and the opportunity for expansion of housing with optimal access to these transportation hubs</li> <li>▪ Goal D: The El Camino Real North/Mills Peninsula Hospital area offers opportunities for a safe and viable mixed-use neighborhood that takes advantage of its proximity to the Millbrae Intermodal Station and the regional access it provides, as well as nearby employment and health service opportunities.</li> </ul>
<b>City of San Mateo</b>	
<p><i>A Vision of San Mateo in 2030, Land Use Element (2015)</i></p>	<p><i>A Vision of San Mateo in 2030</i> was adopted in October 2010 and the Land Use Element was amended in April 2015. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ LU 1.1, Planning Area Growth and Development to 2030: Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.</li> <li>▪ LU 1.15, Mixed Use: Encourage developments which mix commercial retail and office uses with residential uses at locations and intensities/densities as delineated on the Land Use Plan and Building Intensity Plan.</li> <li>▪ LU 1.17, Transportation Corridors: Maintain adequate transportation corridors to accommodate highway and rail transit. Consider redesignation of portions of the railway corridor not required for transportation purposes for development which is compatible with adjacent uses and does not generate significant adverse impacts.</li> <li>▪ LU 3.4, Rail Corridor Transit-Oriented Development Plan (Corridor Plan): Implement the Corridor Plan to allow, encourage, and provide guidance for the creation of world class TOD within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life for those who already live and work in the area. Development within the plan area shall comply with the policies of the Plan</li> <li>▪ LU 3.5, TOD Land Use Designation: Maintain TOD land use designations for areas in direct proximity to the Hillsdale and Hayward Park Caltrain stations.</li> <li>▪ LU 3.6, Hillsdale Station Area Plan: Implement the Hillsdale Station Area Plan to develop a relocated Hillsdale Caltrain Station around an intermodal transit center surrounded by mixed-use development and other transit-oriented forms of development that is connect to neighborhoods to the east and west as well as the 25th Avenue business district.</li> </ul>
<p><i>San Mateo Downtown Area Plan (2009)</i></p>	<p>The <i>San Mateo Downtown Area Plan</i> was adopted in May 2009. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy I.1, Downtown Core High Density/Intensity Development: Encourage the development of mixed use high density residential projects and high intensity commercial projects within the Downtown Retail Core.</li> <li>▪ Goal II: Enhance The Vitality And Activity Of Downtown By Incorporating a Good Mix And Diversity Of Uses.</li> <li>▪ Policy VI.3, Railway Improvements: Depress the rail line through the downtown with street crossings remaining at grade as Caltrain service is increased and high speed</li> </ul>

Plans and Policies	Summary
	<p>rail through the corridor is implemented. Depressing the rail line should include examination of a tunnel alternative and potential use of air rights to fulfill Downtown Plan goals and policies.</p>
<p><i>San Mateo Rail Corridor Transit Oriented Development Plan (2005)</i></p>	<p>The <i>San Mateo Rail Corridor Transit Oriented Development Plan</i> was adopted in June 2005. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 5.1: Establish a TOD zone for parcels located within close proximity of the Hillsdale and Hayward Park Caltrain Station areas.</li> <li>▪ Policy 5.3: Maintain and enhance land uses found in the corridor plan area, located outside of the TOD zones.</li> <li>▪ Policy 5.4: Provide for multi-family and employment uses to be developed at transit supportive densities within the Hillsdale Station TOD zone.</li> <li>▪ Policy 5.7: Provide for the inclusion of multi-modal transit facilities within the Hillsdale Station TOD zone.</li> <li>▪ Policy 5.9: Provide for multi-family uses to be developed at transit supportive densities within the Hayward Park Station TOD zone.</li> <li>▪ Policy 5.11: Provide for the inclusion of multi-modal transit facilities within the Hayward Park Station TOD zone.</li> </ul>
<p><i>Hillsdale Station Area Plan (2011)</i></p>	<p>The <i>Hillsdale Station Area Plan</i> was adopted in April 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-1: Encourage land uses that support use of Caltrain, SamTrans, and other transit providers, and make the Station Area a place where daily needs can be met by walking, cycling, and taking transit.</li> <li>▪ Policy LU-1.4: Encourage resident-/commuter-serving commercial uses outside of the Hillsdale Shopping Center, north of 31st Avenue on El Camino Real to enhance the character of the Station Area and expand the ability of residents and commuters to meet their daily needs.</li> <li>▪ Policy LU-3.1: Support intensification of land uses around the Hillsdale Caltrain station that make the use of alternative forms of transportation more viable.</li> </ul>
<p><b>City of Belmont</b></p>	
<p><i>City of Belmont 2035 General Plan (2017)</i></p>	<p>The <i>City of Belmont 2035 General Plan</i> was adopted in November 2017. The following policies from the Land Use Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.1: Promote a diversity of compatible land uses throughout the city, to enable people to live close to job locations, adequate and convenient commercial services, and public services, and facilities such as transit, parks, and schools.</li> <li>▪ Policy 2.1-2: Coordinate land use and transportation planning to ensure that land use patterns and intensities can be supported by and are accessible to the transportation network, including pedestrian and bicycle facilities.</li> </ul>
<p><i>Belmont Village Specific Plan (2017)</i></p>	<p>The <i>Belmont Village Specific Plan</i> was updated in November 2017. The following goals and policies from the Land Use Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.1: Create a vibrant downtown that serves as the city's shopping, employment, activity, and community center, with a compact, walkable, pedestrian-scaled development that is connected to transit.</li> <li>▪ Policy 2.1-1, Mix of Uses: Allow for a flexible mix of uses, with a variety of uses at the ground floor as well as on the upper stories, except where Active Ground Floor Uses are required, in which case only active uses are permitted at the ground floor.</li> </ul>

Plans and Policies	Summary
<b>City of San Carlos</b>	
<p><i>San Carlos 2030 General Plan (2009)</i></p>	<p>The <i>San Carlos 2030 General Plan</i> was adopted in October 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU-1.1: Recognize Planning Areas 1, 2, and 3 as the city's TOD corridor.</li> <li>▪ Policy LU-1.2: Encourage development of higher density housing and support additional job growth within the TOD corridor while being sensitive to surrounding uses.</li> <li>▪ Policy LU-1.3: Ensure that development within the TOD corridor maintains and improves the mobility of people and vehicles along and across the corridor.</li> <li>▪ Policy LU-1.4: Establish and support the El Camino Real/Caltrain multi-modal TOD corridor for the purpose of the mobility of people and vehicles along and across the corridor.</li> <li>▪ Policy LU-1.5: Support land use patterns in the TOD corridor that will attract and serve riders of public transit.</li> <li>▪ Policy LU-2.3: Encourage development that respects the character of the historic Downtown core.</li> </ul>
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan (2010)</i></p>	<p>The <i>Redwood City General Plan</i> was adopted in October 2010. The following policies and program are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy BE-1.1: Maintain and enhance the beneficial and unique character of the different neighborhoods, corridors, and centers, and open spaces that define Redwood City</li> <li>▪ Policy BE-2.5: Protect neighborhoods from the encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment.</li> <li>▪ Policy BE-11.3: Plan for and accommodate mixed-use projects along corridors, where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses. Combine residential and office uses with commercial development to reduce automobile trips and encourage walking, and facilitate compact, sustainable development.</li> <li>▪ Policy BE-11.4: Promote mixed-use developments that include higher-density residential units that transition sensitively with adjacent lower- density residential uses.</li> <li>▪ Policy BE-11.7: Provide the appropriate density and intensity of land uses to facilitate high levels of transit use along corridors</li> <li>▪ Policy BE-18.6: Continue to foster pedestrian-oriented redevelopment in areas surrounding the Caltrain Station. Prioritize redevelopment of the Middlefield Parking Lot and other public owned land in the vicinity to support Downtown activity.</li> </ul>
<p><i>Downtown Precise Plan (2016)</i></p>	<p>The <i>Downtown Precise Plan</i> was updated in May 2016. The following strategies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Strategy 6: Capitalize on the potential benefits of enhanced commuter rail service. Instigate the redevelopment of properties located between Broadway and Sequoia Station in a configuration that creates a link between the train and Courthouse Square, and that places an exciting gateway into the historic Downtown on display to transit riders</li> <li>▪ Strategy 10: Collaborate with Caltrain, the High Speed Rail Authority, and other stakeholders to better integrate the railroad into Downtown. Special attention should</li> </ul>

Plans and Policies	Summary
	<p>be paid to removing the barrier effect between the northeast side and southwest side of Downtown created by the tracks.</p>
<b>Town of Atherton</b>	
<p><i>Atherton General Plan (2020)</i></p>	<p>The <i>Atherton General Plan</i> was updated in January 2020. The following policy is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy CIR-5.5: The Town seeks to minimize, to the greatest extent possible, the environmental impact of transit and rail facilities on the semi-rural and open space features of the community.</li> </ul>
<b>City of Menlo Park</b>	
<p><i>City of Menlo Park General Plan (2016)</i></p>	<p>The <i>City of Menlo Park General Plan</i> was adopted in November 2016. The following goals and policies from the Land Use Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU-1.1: Land use patterns. Cooperate with the appropriate agencies to help assure a coordinated land use pattern in Menlo Park and the surrounding area.</li> <li>▪ Policy LU-1.2: Transportation Network Expansion, Integrate regional land use planning efforts with development of an expanded transportation network focusing on mass transit rather than freeways, and encourage development that supports multimodal transportation.</li> </ul>
<p><i>Menlo Park/El Camino Real Downtown Specific Plan (2012)</i></p>	<p>The <i>Menlo Park/El Camino Real Downtown Specific Plan</i> was adopted in July 2012. The following opportunity is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Focus Higher Density Development in Proximity to the Train Station Area.</li> </ul>
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy C-GD 29: Land use and development patterns that enhance the cost effectiveness of transportation and other urban infrastructure investments should be encouraged.</li> <li>▪ Policy C-GD 32: Mixed land use and compact development should be encouraged which clusters employment, residential, and the types of land uses, goods, and services customarily needed on a daily basis around transit stations, along transit corridors, and in other appropriate urban locations.</li> <li>▪ Policy C-GD 33: Cities' land use plans should be coordinated and consistent with long range master plans for light rail and other transit services.</li> <li>▪ Policy C-GD 35: Employment area densities should be increased wherever practical to support efficient public transit service.</li> <li>▪ Policy C-TR 3: In order to safeguard future mobility and achieve other transportation-related goals and objectives stated in the Vision of the General Plan, the following set of coordinated strategies should guide decision making and implementation efforts on a sub-regional basis: <ul style="list-style-type: none"> <li>a. develop urban land use patterns that support travel alternatives;</li> <li>b. manage travel demand, system operation, and congestion levels;</li> <li>c. expand system capacity and improve system integration; and</li> <li>d. support new transportation technologies.</li> </ul> </li> <li>▪ Policy R-GD 1: Strategies and policies for managing land use and development in the rural unincorporated areas include the following: <ol style="list-style-type: none"> <li>1. Preserve the resources and rural character of lands outside Urban Service Areas.</li> </ol> </li> </ul>

Plans and Policies	Summary
	<p>2. Develop special area plans for areas that require or would benefit from more detailed planning and policies.</p> <ul style="list-style-type: none"> <li>▪ Policy R-LU 1: The term “Resource Conservation Areas” refers to a general category of land uses that consists of the following specific land use designations or classifications:                             <ul style="list-style-type: none"> <li>a. Baylands;</li> <li>b. Agriculture;</li> <li>c. Hillsides;</li> <li>d. Ranchlands, Agricultural;</li> <li>e. Open Space Reserve;</li> <li>f. Regional Parks, Existing; and</li> <li>g. Other Public Open Space Lands.</li> </ul> </li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan (2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan</i> was adopted in November 2017. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal L-1: A compact and resilient city providing residents and visitors with attractive neighborhoods, work places, shopping districts, public facilities, and open spaces.</li> <li>▪ Policy L-1.2: Limit future urban development to currently developed lands within the urban service area. The boundary of the urban service area is otherwise known as the urban growth boundary. Retain undeveloped land west of Foothill Expressway and Junipero Serra as open space, with allowances made for very low-intensity development consistent with the open space character of the area. Retain undeveloped Baylands northeast of Highway 101 as open space.</li> <li>▪ Policy L-1.6: Encourage land uses that address the needs of the community and manage change and development to benefit the community.</li> <li>▪ Goal L-2: An enhanced sense of “community” with development design to foster public life, meet citywide needs and embrace the principles of sustainability.</li> <li>▪ Goal L-3: Safe, attractive residential neighborhoods, each with its own distinct character and within walking distance of shopping, services, schools and/or other public gathering places.</li> <li>▪ Policy T-1: Create a sustainable transportation system, complemented by a mix of land uses, that emphasizes walking, bicycling, use of public transportation and other methods to reduce GHG emissions and the use of single-occupancy motor vehicles.</li> <li>▪ Policy T-1.6: Encourage innovation and expanded transit access to regional destinations, multi-modal transit stations, employment centers and commercial centers, including those within Palo Alto through the use of efficient public and/or private transit options such as rideshare services, on-demand local shuttles and other first/last mile connections.</li> <li>▪ Policy T-1.10: Support Caltrain modernization and electrification, capacity and service enhancements and extension to Downtown San Francisco.</li> <li>▪ Policy T-1.11: Encourage continued enhancement of the Caltrain stations as important transportation nodes for the city.</li> <li>▪ Policy T-3.19: Coordinate proactively with the California High Speed Rail Authority and Caltrain to minimize negative impacts and maximize benefits to Palo Alto from any future high speed rail service through Palo Alto.</li> </ul>

Plans and Policies	Summary
<b>City of Mountain View</b>	
<i>Mountain View 2030 General Plan (2012)</i>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ LUD 2.1, Regional land use decisions: Influence regional decisions on land use, transportation, economic development, sustainability and other topics to improve the quality of life for the Mountain View community.</li> <li>▪ LUD 3.1, Land use and transportation: Focus higher land use intensities and densities within a half-mile of public transit service, and along major commute corridors.</li> <li>▪ LUD 3.4, Land use conflicts: Minimize conflicts between different land uses</li> <li>▪ LUD 7.7, California High-Speed Rail: Participate with the California High-Speed Rail Authority in planning any high-speed rail service to address urban design, traffic and circulation, historic resources and economic impacts Downtown.</li> <li>▪ MOB 5.2, California High-Speed Rail: Actively participate with the California High Speed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues.</li> </ul>
<i>Downtown Precise Plan (2015)</i>	<p>The <i>Downtown Precise Plan</i> was updated in November 2015. The following objective is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Focus new residential development in the Transition Areas and in mixed-use projects throughout the downtown.</li> </ul>
<b>City of Sunnyvale</b>	
<i>Sunnyvale General Plan, Land Use and Transportation Element (2017)</i>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011, and the Land Use and Transportation chapter was updated in April 2017. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LT-1.1: Participate in coordinated land use and transportation planning in the region.</li> <li>▪ Policy LT-1.2: Minimize regional sprawl by endorsing strategically placed development density in Sunnyvale and by utilizing a regional approach to providing and preserving open space for the broader community.</li> <li>▪ Policy LT-1.2a: Promote transit-oriented and mixed-use development near transit centers such as Lawrence Station, Downtown, and El Camino Real and in neighborhood villages.</li> <li>▪ Policy LT-1.6: Integrate land use planning in Sunnyvale and the regional transportation system.</li> <li>▪ Policy LT-1.7: Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.</li> <li>▪ Policy LT-1.8: Actively participate in discussions and decisions regarding transportation between regions, including regional airport and regional rail planning, to ensure benefit to the community.</li> <li>▪ Policy LT-10b: Coordinate with regional agencies such as the BCDC regarding new and changing land uses proposed along the San Francisco Bay.</li> <li>▪ Policy LT- 2.2: Reduce greenhouse gas emissions that affect climate and the environment though land use and transportation planning and development.</li> <li>▪ Policy LT-3.1: Use land use planning, including mixed and higher-intensity uses, to support alternatives to the single-occupant automobile such as walking and bicycling and to attract and support high investment transit such as light rail, buses, and commuter rail.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy LT-3.2: Refine land use patterns and the transportation network so they work together to protect sensitive uses and provide convenient transportation options throughout the planning area.</li> <li>▪ Policy LT-3.28: Support statewide, regional, and sub-regional efforts that provide for a safe, effective transportation system that serves all travel modes consistent with established service standards.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The <i>City of Santa Clara 2010–2035 General Plan</i> was adopted in November 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 5.3.1-P5: Implement a range of development densities and intensities within General Plan land use classification requirements to provide diversity, use land efficiently and meet population and employment growth.</li> <li>▪ 5.3.1-P13: Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors</li> <li>▪ 5.3.1-P15: Require new developments and major public infrastructure projects to include adequate rights-of-way to accommodate all modes of transportation.</li> <li>▪ 5.3.2-P2: Encourage higher-density residential development in transit and mixed-use areas and in other locations throughout the City where appropriate.</li> <li>▪ 5.3.4-G3: Mixed-use development that maximizes accessibility to alternate transportation modes and integrates pedestrian, bicycle, transit, open space and outdoor uses to encourage active centers.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The <i>Envision San José 2040 General Plan</i> was adopted in 2011 and updated in 2018. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-1, General Land Use: Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable city.</li> <li>▪ LU-1.6: Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.</li> <li>▪ Goal LU-2 – Growth Areas: Focus new growth into identified Growth Areas to protect the quality of existing neighborhoods, while establishing new mixed use neighborhoods with a compact and dense form that is attractive to the City’s projected demographics i.e., a young and senior population, and that supports walking, provides opportunities to incorporate retail and other services in a mixed-use format, and facilitates transit use.</li> <li>▪ Policy LU-2.1: Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.</li> <li>▪ Policy LU-2.2: Include within the Envision General Plan Land Use / Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas: <ul style="list-style-type: none"> <li>- Downtown – The City’s Downtown Strategy plans for ambitious job and housing growth capacity in the Downtown area to reinforce its role as San Jose’s civic, cultural and symbolic center and to support key infrastructure investments, including the planned BART and High-Speed Rail systems.</li> <li>- Employment Lands – The Plan supports significant intensification of employment activity within each of the City’s major employment districts (North San José,</li> </ul> </li> </ul>



Plans and Policies	Summary
	<p>Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road and North Coyote Valley). Within the North San José, Berryessa / International Business Park and Old Edenvale areas, a centralized sub-area with strong transit access has been designated as an Employment Center to support mid-rise or high-rise employment development.</p> <ul style="list-style-type: none"> <li>▪ Policy LU-4.1: Retain existing commercial lands to provide jobs, goods, services, entertainment, and other amenities for San José’s workers, residents, and visitors.</li> <li>▪ Policy LU-10.3: Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.</li> <li>▪ Policy LU-17.1: Allow development in hillside and rural residential areas consistent with or below existing or planned densities in these areas to maximize resource conservation. Support development only when it is compatible with the character and pattern of the surrounding area, even if below the maximum potential residential density as designated on the Land Use/Transportation Diagram.</li> <li>▪ Policy TR-1.8. Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.</li> <li>▪ Policy TR-4.1. Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community.</li> <li>▪ Policy TR-4.2. Work collaboratively with the California High-Speed Rail Authority to bring high speed rail to San José in a timely manner.</li> <li>▪ Policy TR-4.3. Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.</li> <li>▪ Policy TR-4.4. Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.</li> </ul>
<p><i>Midtown Specific Plan</i> (1992)</p>	<p>The City of San Jose’s <i>Midtown Specific Plan</i> was adopted in 1992. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Configure land uses in Midtown (i.e., type, mix, density) in a manner that reinforces and maximizes transit ridership.</li> <li>▪ Create a pattern of land uses, open space and transportation facilities that strengthens pedestrian access within Midtown and provides linkages to downtown and surrounding neighborhoods.</li> <li>▪ Preserve viable industrial and commercial-service uses within Midtown.</li> <li>▪ Introduce land uses that complement the existing character of adjacent single-family neighborhoods; ensure that new development immediately adjacent to these neighborhoods has a similar height, scale and orientation as the historic fabric of single-family homes.</li> <li>▪ Ensure the efficient operation of existing and planned transit improvements within Midtown to reduce auto-dependency.</li> <li>▪ Create a pattern of roadways that serves future land uses within the district and avoids vehicular impacts (particularly north-south through-movement) within the adjacent neighborhoods. Design roadways in a manner that reflects objectives for reduced auto-dependency and a strong pedestrian orientation.</li> </ul>

Plans and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Aggressively pursue public funding of major infrastructure elements that will be of benefit to the larger community (e.g., Los Gatos Creek, transit, arterial roadways, etc.).</li> </ul> <p><u>Cahill West Subarea</u></p> <ul style="list-style-type: none"> <li>▪ Objective 1: Create a high-density mixed-use neighborhood that complements and extends the pattern of residential uses in the adjacent St. Leo's neighborhood, and that reinforces existing commercial uses along The Alameda, Park Avenue, and West San Carlos Street.</li> <li>▪ Policy 1.4: Existing industrial uses should be encouraged to remain and intensity between Park Avenue and West San Carlos Street.</li> <li>▪ Policy 1.7: A pattern of development that reinforces and extends the block structure and pedestrian character of adjacent areas of San Jose should be established within Midtown.</li> </ul> <p><u>Cahill East Subarea</u></p> <ul style="list-style-type: none"> <li>▪ Objective 3: Intensity development surrounding Cahill Station in a manner to promote the area as a mixed-use transit district, with appropriate height and intensity transitions to Los Gatos Creek.</li> <li>▪ Policy 3.2: To the extent feasible, single-purpose transportation and parking facilities should be concentrated west of Cahill Street, adjacent to the railroad right-of-way.</li> </ul> <p><u>Vasona Subarea</u></p> <ul style="list-style-type: none"> <li>▪ Objective 4: Create a high-density mixed-use activity center surrounding the future West San Carlos Station of the Vasona LRT corridor.</li> <li>▪ Policy 4.3: The major focus of this area should be the planned LRT station and an active pedestrian plaza connecting it with West San Carlos Street.</li> </ul>
<p><i>Diridon Station Area Plan (2014)</i></p>	<p>The <i>Diridon Station Area Plan</i> was adopted in 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ <i>Urban Form and Structure.</i> Create an urban district in the Station Area with buildings that maximize height potential. The Station Area should accommodate a mix of uses including commercial, office, and entertainment development.</li> <li>▪ <i>Connectivity.</i> Establish and strengthen connections to surrounding districts and within the planning area for pedestrians, bicyclists, and motorists, with emphasis on east-west connectivity across SR 87 and the rail corridor.</li> <li>▪ <i>Transportation.</i> Prioritize pedestrian circulation and transit. Improve pedestrian and bicycle connection to Guadalupe River from the area.</li> <li>▪ <i>Compatibility with surrounding neighborhoods.</i> Ensure sensitive transitions in scale and design to surrounding residential neighborhoods.</li> <li>▪ <i>Land Use.</i> Provide a range of commercial and residential uses. Commercial uses would include neighborhood services for surrounding residential areas, and a synergistic mix of entertainment, hotels, shopping, restaurants, and offices.</li> </ul>

Plans and Policies	Summary
<p><i>Tamien Station Area Specific Plan (1995)</i></p>	<p>The <i>Tamien Station Area Specific Plan</i> was adopted on March 21, 1995. The following goals and policies are relevant to the project:</p> <p>Transit and Pedestrian Goals and Objectives:</p> <ol style="list-style-type: none"> <li>1. Create a combination of land uses that effectively support transit use, reduce dependency on the automobile, and attract pedestrian activity.</li> <li>2. Locate the most intense uses and highest residential densities on sites in close proximity to transit facilities.</li> <li>6. Replace existing land uses near transit facilities with more intensive land uses as market forces dictate or opportunities arise.</li> </ol> <p>Neighborhood Compatibility Goal and Objective:</p> <ol style="list-style-type: none"> <li>1. Maintain the positive qualities and characteristics of existing neighborhoods by ensuring that new development is compatible with existing neighborhoods.</li> </ol>

Sources: ABAG and MTC 2017; City of Belmont 2017a, 2017b; City of Brisbane 2018, 2020b; City of Burlingame 2007, 2018a, 2019; City of Menlo Park 2012, 2016; City of Millbrae 1998, 2016a; City of Mountain View 2012, 2015; City of Palo Alto 2014, 2017a; City of Redwood City 2010, 2016; City of San Bruno 2009; City of San Carlos 2009; City and County of San Francisco 1996a, 1998, 2004a, 2010a, 2010c, 2010d, 2012a, 2014b, 2015, 2018a; City of San Jose 1992, 2014, 2018; City of San Mateo 2005, 2009, 2011a, 2015c; City of Santa Clara 2010; City of South San Francisco 1999; City of Sunnyvale 2017; County of San Mateo 2011, 2013a; County of Santa Clara 1994; BCDC 2019; Town of Atherton 2020

BART = Bay Area Rapid Transit  
 BCDC = San Francisco Bay Conservation and Development Commission  
 GHG = greenhouse gas  
 SamTrans = San Mateo County Transit District  
 TOD = transit-oriented development

## Parks, Recreation, and Open Space

**Table 13 Regional and Local Plans and Policies Relevant to Parks, Recreation, and Open Space**

Plan and Policies	Summary
<b>Regional</b>	
<i>Midpeninsula Regional Open Space District Strategic Plan Summary Report (2011)</i>	<p>The Midpeninsula Regional Open Space District Strategic Plan Summary Report was adopted in September 2011. The following goals are applicable to parks, recreation, and open space:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Promote and establish a common conservation vision with partner agencies.</li> <li>▪ Goal 2: Connect people to open space and a regional vision.</li> </ul>
<i>Plan Bay Area 2040 (2017)</i>	<p>The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted Plan Bay Area 2040 as the Bay Area’s long-term regional transportation and land use blueprint in July 2017. The plan focuses growth and development on nearly 200 priority development areas, which are existing neighborhoods served by public transit that have been identified as appropriate for additional, compact transit-oriented development. One of these priority development areas is the industrial and vacant lands in Brisbane between Bayshore Boulevard on the west and US 101 on the east.</p> <p>The following resilience action is relevant to the project:</p> <p>Expand the region’s network of natural infrastructure: Coordinate regional programs to preserve and expand natural features that reduce flood risk, strengthen biodiversity, enhance air quality, improve access to urban and rural public space, mitigate urban heat island effects, and enhance health. Leverage existing initiatives — including Priority Conservation Areas, the Resilient by Design Challenge, the Bay Trail and other regional trails, San Francisco Estuary Partnership, and Bay Restoration Authority — and partner with special districts and cities.</p>
<i>San Francisco Bay Plan (2019)</i>	<p>The San Francisco Bay Plan was prepared by the BCDC. The plan was adopted in 1969, with amendments in October 2019.</p> <p>The following policies from the plan are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 3: Uses of the Shoreline. All desirable, high-priority uses of the Bay and shoreline can be fully accommodated without substantial Bay filling, and without loss of large natural resource areas. But shoreline areas suitable for priority uses—ports, water-related industry, airports, wildlife refuges, and water-related recreation—exist only in limited amount, and should be reserved for these purposes. All other shoreline areas should be used in any manner that would not adversely affect enjoyment of the Bay and shoreline by residents, employees, and visitors within the area itself or within adjacent areas of the Bay and shoreline [ . . . ].</li> <li>▪ Public Access Policy 1: A proposed fill project should increase public access to the Bay to the maximum extent feasible, in accordance with the policies for Public Access to the Bay.</li> </ul> <p>The Bay Plan maps designate Brisbane Lagoon and a 100-foot shoreline band as Waterfront Park, Beach in the Bay Plan. Uses encouraged in waterfront parks include camping facilities accessible to boaters; public boat launching facilities; facilities that emphasize hiking, bicycling, riding trails, picnic facilities, swimming, environmental, historical and cultural education and interpretation, viewpoints, beaches, and fishing; and trails. Relevant policies specific to the designated waterfront park areas adjacent to the project include:</p> <ul style="list-style-type: none"> <li>▪ 16. (Area along U.S. 101 Adjacent to the Brisbane Lagoon) – Provide safe, accessible, pedestrian access across freeway.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ 17. (East side of U.S. 101 North of Brisbane Lagoon) – No roadway in Bay east of U.S. 101.</li> <li>▪ 18. U.S. 101 Causeway – Develop scenic frontage road and turnouts for fishing and viewing. Protect shellfish beds offshore.</li> <li>▪ 19. Bay View Park – Provide trail linking to waterfront.</li> </ul>
<b>City and County of San Francisco</b>	
<p><i>City of San Francisco General Plan (2014)</i></p>	<p>The <i>City of San Francisco General Plan</i> was adopted in 1996, with partial updates in 2004, 2008, 2010, 2011, 2012, and 2014. The following policies and objectives from the Recreation and Open Space Element from 2014 are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Objective 1: Ensure a well-maintained highly utilized, and integrated open space system.</li> <li>▪ Policy 1.1: Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.</li> <li>▪ Policy 1.3: Preserve existing open space by restricting its conversion to other uses and limiting encroachment from other uses, assuring no loss of quantity or quality of open space.</li> <li>▪ Policy 1.4: Maintain and repair recreational facilities and open spaces to modern maintenance standards.</li> <li>▪ Objective 2: Increase recreation and open space to meet the long-term needs of the City and Bay Region.</li> <li>▪ Policy 2.1: Prioritize acquisition of open space in high needs areas.</li> <li>▪ Policy 2.2: Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.</li> <li>▪ Policy 2.3: Provide recreational programs that are responsive to community needs and changing demographics.</li> <li>▪ Objective 3: Improve access and connectivity to open space.</li> <li>▪ Policy 3.1: Creatively develop existing publicly-owned right-of-ways and streets into open space.</li> <li>▪ Policy 3.3: Develop and enhance the City's recreational trail system, linking to the regional hiking and biking trail system and considering restoring historic water courses to improve stormwater management.</li> <li>▪ Objective 4: Protect and enhance the biodiversity, habitat value, and ecological integrity of open spaces and encourage sustainable practices in the design and management of our open space system.</li> <li>▪ Objective 6: Secure long-term resources and management for open space acquisition, and renovation, operations, and maintenance of recreational facilities and open space.</li> </ul>
<p><i>Mission Bay North Redevelopment Plan (1998) and Mission Bay South Redevelopment Plan (2018)</i></p>	<p>The City of San Francisco adopted the <i>Mission Bay North Redevelopment Plan</i> on October 26, 1998 and the <i>Mission Bay South Redevelopment Project</i> on July 9, November 2, 1998. The <i>Mission Bay South Redevelopment Project</i> was amended in 2013 and 2018. The plans include the following policies and objectives which are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ LU- Objective 1: Create a vibrant urban community in Mission Bay North (Mission Bay South) which incorporates a variety of uses including office, business services, retail, entertainment, utility, housing, and recreation and open space.</li> <li>▪ LU- Policy 3: Create a variety of retail and other visitor-serving uses that benefit residents, workers and visitors, including regional retail, entertainment, and recreational uses.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Neighborhood Environment- Objective 5: Develop new residential neighborhoods in consideration of the character and quality of traditional San Francisco neighborhoods.</li> <li>▪ Neighborhood Environment- Policy 6: Provide adequate active outdoor recreation spaces, including passive recreational spaces, and facilities for the area’s residential population.</li> <li>▪ Neighborhood Environment- Policy 8: Provide for pedestrian and open space security through visibility of public spaces and avoid obscured spaces with little sense of proprietorship.</li> <li>▪ ROS- Objective 6: Provide a variety of open spaces adequate to serve the Mission Bay North (Mission Bay South) Community and to augment the City’s open space network.</li> <li>▪ ROS- Policy 1: Create parks, open space, and recreational facilities within a comfortable walking/wheelchair traveling distance to serve the needs of Mission Bay North (Mission Bay South) residents, workers and visitors of all ages and that are accessible to everyone, including the physically disabled and the elderly.</li> <li>▪ ROS- Policy 2: Create an open space network which provides walking, jogging and bicycle paths between recreation and open space areas throughout Mission Bay North (Mission Bay South), and provide connections to City-wide pedestrian, bicycle and open space networks, where applicable.</li> <li>▪ ROS- Policy 3: Orient development and parks, public and private open space, and pedestrian areas to facilitate solar access and wind protection for public open space where feasible and consistent with land uses and intensities contemplated in the plan.</li> <li>▪ ROS- Policy 4: Enhance parks and open spaces by maintaining view corridors from such areas.</li> </ul>
<p><i>San Francisco Recreation and Parks Strategic Plan 2020–2024 (2020)</i></p>	<p>The City of San Francisco adopted the Strategic Plan 2020–2024 in 2020. The following strategies and goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Strategy 1- Inspire Public Space: Keep today’s parks safe, clean, and fun; promote our parks’ historic and cultural heritage; and build the great parks of tomorrow.</li> <li>▪ Objective 1.1: Develop more open space to address population growth in high-needs areas and emerging neighborhoods.</li> <li>▪ Objective 1.2: Strengthen the quality of existing parks and facilities.</li> <li>▪ Strategy 2- Inspire Play: Promote active living, well-being, and community for San Francisco’s diverse and growing population.</li> <li>▪ Objective 2.1: Strengthen the quality, responsiveness, and accessibility of recreation programs.</li> <li>▪ Strategy 3- Inspire Investment: Through community engagement, advocacy, and partnerships, cultivate more financial resources to keep San Francisco’s parks and programs accessible for all.</li> <li>▪ Objective 3.2: Broaden engagement and strengthen external communications with park users and park partners.</li> </ul>
<p>City and County of San Francisco Municipal Code, Article IV, Section 4.113, Recreation and Park Commission</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable.</p>

Plan and Policies	Summary
<p><b>San Mateo County</b></p> <p><i>San Mateo County General Plan Policies (2013)</i></p>	<p>The <i>San Mateo County General Plan</i> was approved in November 1986, and the goals and policies were updated in 2013. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 6.1: Equitable and Balanced System of Facilities: Provide for a balanced and equitable system of park and recreation facilities. Consider identified and/or changing needs and the impact upon environmental service, competing land use, fiscal and organizational constraints.</li> <li>▪ Goal 6.2: Meet Recreational Need: Meet identified relative park and recreation needs in a manner which best enhances the physical, mental and spiritual quality of life of San Mateo County residents.</li> <li>▪ Policy 6.3: Build Upon Existing System <ul style="list-style-type: none"> <li>- (a) Design all park and recreation systems on the strengths and potentials of existing facilities and develop programs for meeting current and future needs.</li> <li>- (b) Consider the feasibility of redesigning and/or expanding existing park and recreation facilities to meet future needs while developing new acquisition and development programs.</li> </ul> </li> <li>▪ Policy 6.5: Access to Park and Recreation Facilities: <ul style="list-style-type: none"> <li>- (a) Attempt to provide appropriate access and conveniences for all people in park and recreation facilities.</li> <li>- (b) Encourage access to the park and recreation system by transportation means other than private automobiles, where feasible.</li> <li>- (c) Attempt to provide adequate access for emergency services.</li> </ul> </li> </ul>
<p><i>North Fair Oaks Community Plan (2011)</i></p>	<p>The <i>North Fair Oaks Community Plan</i> was approved in November 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.1: Encourage mixed-use development along major commercial corridors and within industrial areas to support a vibrant, urban community that integrates a range of amenities in close proximity to surrounding residential neighborhoods.</li> <li>▪ Policy 1E: Ensure that all new commercial, institutional, industrial, and mixed-use development provides space for or contributes to the creation of community oriented facilities (i.e., pocket parks, community gardens, plazas, community gathering spaces, and other facilities).</li> <li>▪ Goal 2.2: Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to create jobs and housing and support community and economic development.</li> <li>▪ Policy 2D: Consider the use of centrally located vacant or underutilized parcels in residential neighborhoods for parks, play lots, community gardens and/or residential parking lots.</li> <li>▪ Goal 5.1: Provide safe neighborhood parks, playgrounds or greenways within a half mile actual walking distance of all homes in North Fair Oaks.</li> <li>▪ Policy 1A: Improve pedestrian and bicycle connections from residential areas to existing parks and schools within North Fair Oaks, and to community and regional parks, open space, and trails in nearby cities. Provide bicycle racks and bicycle facilities at all local parks.</li> <li>▪ Policy 1B: Increase park acreage per capita in North Fair Oaks. Monitor park acreage over time to ensure that park needs for existing residents, and park needs created by new development and new population, are assessed and addressed.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 1C: Acquire land for new park space throughout the community to meet current and future needs.</li> <li>▪ Goal 5.2: Adequately maintain parks and playgrounds in North Fair Oaks.</li> <li>▪ Policy 2A: Improve, update and adequately maintain existing parks and recreation facilities.</li> <li>▪ Policy 2B: Establish new and expand existing partnerships with local resident groups and organizations to help maintain smaller local parks and playgrounds in North Fair Oaks.</li> <li>▪ Policy 2C: Post and adequately maintain signage to indicate park rules and hours in multiple languages.</li> <li>▪ Goal 5.3: Provide quality recreational facilities in or near North Fair Oaks to offer a diverse range of programs and activities for residents of all ages.</li> <li>▪ Policy 3A: Expand recreation programs at parks and recreation facilities to increase efficient use of existing facilities and the diversity of recreation and leisure options available for residents of all ages and abilities.</li> </ul>
<p><i>San Mateo County Parks Strategic Plan (2013)</i></p>	<p>The San Mateo County adopted the San Mateo County Parks Strategic Plan in March 2013. The following goals and strategies from the plan are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2: Maintain trails to ensure they are open, accessible, and safe.</li> <li>▪ Goal 3: Expand working relationships with other park and recreation providers, nonprofits, schools, professional organizations, and the community to continuously enhance service delivery.</li> <li>▪ Strategy 3.2: Work collaboratively to provide seamless park experiences between agencies such as similar signage, trail alignments, complementary usage, and appropriate referrals.</li> <li>▪ Goal 5: Provide additional opportunities for the public through the acquisition and development of additional park lands and trails when funding is available for both acquisition and ongoing operation.</li> <li>▪ Goal 11: Develop a resource management approach to restore, protect, preserve, and enhance the natural biodiversity and ecosystems within the Parks, enhance water and air quality, and improve overall community livability.</li> </ul>
<p>San Mateo County Municipal Code, Title 3, Chapter 3.68, County Park and Recreation Area Rules</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.</p>
<b>City of Daly City</b>	
<p><i>Daly City 2030 General Plan (2013)</i></p>	<p>Daly City adopted the <i>Daly City 2030 General Plan</i> in March 2013. The general plan includes the following goals and policies which are applicable to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU-20: The City shall require that privately-owned open space be maintained in an acceptable manner when it is either used or viewed by the public. When new development occurs, the provision of open space shall be enhanced.</li> <li>▪ Policy RME-10: Minimize development in all areas designated as open space preservation.</li> <li>▪ Policy RME-11: Areas designated as open space recreation-public shall continue to be maintained and upgraded by the Public Works Department.</li> <li>▪ Policy RME-12: Encourage a diverse, equitable, and integrated system of park facilities throughout Daly City that are accessible to all age, social, and economic groups and geographic areas of the City.</li> </ul>



Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy RME-13: Require the dedication of parkland or the payment of an in-lieu fee in accordance with Subdivision Map Act.</li> <li>▪ Policy RME-14: Prioritize the dispersal of in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas.</li> </ul>
<p>Daly City Municipal Code, Title 12, Chapter 12.36, Parks and Recreational Areas</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.</p>
<p><b>City of Brisbane</b></p>	
<p><i>City of Brisbane General Plan (1994, 2018, 2020)</i></p>	<p>The 1994 General Plan, City of Brisbane was adopted in June 1994. In November 2018, the City of Brisbane and the city’s voters approved an amendment to the General Plan related to Brisbane Baylands. The approved General Plan amendment provides for a network of parks and open space totaling 169.7 acres (acreage total includes the 136 acre Brisbane Lagoon). Urban parks are planned in the northern portion within residential and commercial areas on either side of the existing Caltrain alignment. Open space is the primary focus in the southern portion of the site with interconnected open space areas west of the Caltrain alignment (Ice House Hill) and east of the Caltrain alignment including Brisbane Lagoon. Based on the November 2018 General Plan Amendment, the Land Use chapter was updated in January 2020. The following policies from the plan are relevant to the project:</p> <p>Chapter V: Land Use</p> <ul style="list-style-type: none"> <li>▪ Policy LU.20: The establishment of open areas within private developments shall be utilized as a means of preserving unique environmental features on the site or avoiding the appearance of excessive bulk or concentration of structures.</li> <li>▪ Policy LU.21: Preserve open areas at the perimeter of the City to maintain Brisbane as separate and distinct from nearby communities.</li> </ul> <p>Chapter VII: Open Space</p> <ul style="list-style-type: none"> <li>▪ Policy 81.1: Work to preserve open space lands to protect the natural environment and to provide outdoor educational and recreational opportunities consistent with the sensitivity of the resource.</li> <li>▪ Policy 82: Encourage the preservation, conservation, and restoration of open space lands to retain biotic communities, including rare and endangered species habitats, wetlands, watercourses, and woodlands.</li> <li>▪ Policy 87: Maintain parks and open space to serve the community equivalent to or greater than the acreage/population standards set by the National Recreation and Parks Association.</li> <li>▪ Policy 88: Develop parks to maximize passive recreational opportunities.</li> <li>▪ Policy 90: On an ongoing basis, aggressively seek opportunities to preserve open space.</li> <li>▪ Policy 91: Explore the widest range of options for preserving open space lands, including acquisition, dedication, and exactions on development projects.</li> </ul> <p>Chapter VIII: Recreation and Community Services</p> <ul style="list-style-type: none"> <li>▪ Policy 95: Provide recreational facilities that accommodate community activities, meet national standards, are accessible in accordance with State and National standards, and contain the necessary components for multiple uses and community enjoyment.</li> <li>▪ Policy 100: Investigate opportunities for joint public-private development of commercial recreational facilities.</li> </ul>

Plan and Policies	Summary
	<p>Chapter XII.11: Baylands</p> <ul style="list-style-type: none"> <li>▪ Policy BL.4: Maximize opportunities for open space and recreational uses in any land use planning for this subarea.</li> <li>▪ Policy BL.20: Dedicate land area for open space, recreational uses and wetlands restoration, especially around the Lagoon.</li> </ul>
<p><i>Open Space Plan for the City of Brisbane (2001)</i></p>	<p>The City of Brisbane adopted the Open Space Plan on August 27, 2001. The following general management policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy A: Open space is to be maintained in a natural condition as much as possible, except in redeveloped areas where trail corridors and open space may be tied in to the overall development landscape theme.</li> <li>▪ Policy B: New open space acquisitions, major open space restoration or management, trail construction or any significant trail alterations or improvements should be consistent with this plan. The City Council, Planning and PB&amp;R Commissions and City staff may refer these matters to the Open Space and Ecology Committee for review and recommendation.</li> <li>▪ Policy J: Public and private open spaces and open areas have been demonstrated to add significant direct and indirect value to properties adjacent and in the region.</li> </ul>
<p>City of Brisbane Municipal Code, Title 2, Chapter 2.20, Parks and Recreation Commission</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.</p>
<b>City of South San Francisco</b>	
<p><i>City of South San Francisco General Plan (1999, 2014)</i></p>	<p>The <i>City of South San Francisco General Plan</i> was adopted in 1999 and updated in 2014. The following policies and goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 5.1-G-1: Develop additional parkland in the city, particularly in areas lacking these facilities, to meet the standards of required park acreage or new residents and employees.</li> <li>▪ 5.1-G-3: Provide a comprehensive and integrated network of parks and open space; improve access to existing facilities where feasible.</li> <li>▪ 5.1-G-5: Develop linear parks in conjunction with major infrastructure improvements and along existing public utility and transportation rights-of way.</li> <li>▪ 5.1-I-2: Maintain parkland standards of 3.0 acres of community and neighborhood parks per 1,000 new residents, and of 0.5 acres of parkland per 1,000 new employees, to be located in employment areas.</li> <li>▪ 7.1-I-2: As part of the Park, Recreation, and Open Space (PROS) Master Plan update, institute an ongoing program to remove invasive plant species from ecologically sensitive areas, including Sign Hill Park, Colma Creek Linear Park, Bayfront Linear Park, and other City-owned open space.</li> </ul>
<p><i>City of South San Francisco Parks and Recreation Master Plan (2015)</i></p>	<p>The City of South San Francisco adopted the Parks and Recreation Master Plan on July 22, 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: South San Francisco should provide a minimum of 3 acres of developed parkland per 1,000 residents, and 0.5 acres of parkland per 1,000 employees.</li> <li>▪ R-1.1: Provide 3 acres per 1,000 new residents of developed park land and 0.5 acres of parkland per 1,000 new employees.</li> <li>▪ R-1.2: Strengthen and update the Joint Use Agreement with South San Francisco Unified School District in order to ensure continued public use of school recreational facilities.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal 2: Every South San Francisco resident should be within a 5-minute walk of a park, trail, or open space.</li> <li>▪ R-2.1: Prioritize provision of parks and open space in underserved areas.</li> <li>▪ R-2.: Improve connectivity to existing parks and trails.</li> <li>▪ R-2.3: Reduce barriers to park use such as safety concerns or lack of information.</li> <li>▪ Goal 4: Incorporate innovative amenities to serve multiple user groups as new parks and facilities are developed or existing parks are renovated.</li> <li>▪ Goal 7: Develop a multi-use Community Center that will support the range of programming desired by the South San Francisco community.</li> <li>▪ Goal 10: Enhance access and educational value of South San Francisco's open spaces, while protecting and restoring unique habitat.</li> </ul>
<p><i>Oyster Point Specific Plan (2011)</i></p>	<p>The City of South San Francisco adopted the Oyster Point Specific Plan on February 23, 2011. The following goals area relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Design Goal 2: Create a variety of unique and interesting outdoor places and a strong pedestrian network.</li> <li>▪ Design Goal 4: Integrate private and public spaces.</li> <li>▪ Design Goal 6: Provide a more desirable and usable public realm.</li> </ul>
<p><i>East of 101 Area Plan (1994)</i></p>	<p>The City of South San Francisco adopted the East of 101 Area Plan in July 1994. The following goals and policies from the plan are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 4.1: Encourage uses which take advantage of the San Francisco Bay shoreline and the views associated with the Bay.</li> <li>▪ Goal 4.2: Implementation of the San Francisco Bay Trail Plan in cooperation with the Bay Conservation and Development Commission to secure a continued public access trail along the San Francisco Bay Frontage.</li> <li>▪ Goal 5.5: Promote public access to views of the San Francisco Bay and to the Bay Trail.</li> <li>▪ Policy RE-2: Developers in the East of 101 Area shall be required to either pay park in-lieu fees or dedicate park land based on a formula developed by the City which estimates the demand for park and recreational facilities generated by the expected employment of projects.</li> <li>▪ Policy RE-3: The City shall work to provide recreational improvements in the East of 101 Area to meet the needs of Area employees and visitors and to provide improved access to San Francisco Bay for residents of the City and the region.</li> </ul>
<p>City of South San Francisco Municipal Code, Title 2, Chapter 2.60, Parks and Recreation Commission</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.</p>
<p><b>City of San Bruno</b></p>	
<p><i>San Bruno General Plan (2009)</i></p>	<p>The <i>City of San Bruno General Plan</i> was adopted on March 24, 2009. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ OSR-A: Develop and maintain parks and recreation facilities for a wide variety of ages, abilities, and interests. Ensure that parks are ADA accessible, safe, and well maintained.</li> <li>▪ OSR-B: Recognize the balance between maintenance and preservation of open space uses and the potential or wildland fires and flooding.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ OSR-C: Provide sufficient public open spaces, and landscaped areas within Downtown, Bayhill Office Park, Tanoran District, El Camino Real, and Montgomery Street, as well as residential neighborhoods.</li> <li>▪ OSR-D: Maintain a high-quality mix of recreation programs, classes, activities, and special events for San Bruno residents of all ages and abilities.</li> <li>▪ OSR-E: Recognize open spaces- Crestmoor Canyon, Junipero Serra County Park, San Francisco Peninsula Watershed lands, Golden Gate National Recreation Area, SFO wetlands, and neighborhood canyons- as an integral part of the overall image of the city.</li> <li>▪ OSR-G: Recognize that open space fulfills basic human needs-psychological, physical, social, educational, and safety- and establish a firm commitment to fulfill those needs for this and future generations.</li> <li>▪ OSR-I: Enhance local opportunities for low-impact uses, such as multi-use trails, within natural resource areas.</li> <li>▪ OSR-1: Maintain a parkland dedication/ in lieu fee standard of 4.5 acres/ 1,000 residents.</li> <li>▪ OSR-6: Provide small public parks and/or plazas within BART and Caltrain station areas, within Downtown, along El Camino Real. Provide benches, water fountains, and trees to serve as resting areas for pedestrians, commuters, and shoppers.</li> </ul>
<p>City of San Bruno Municipal Code, Title 9, Parks and Recreation</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.</p>
<p><b>City of Millbrae</b></p>	
<p><i>City of Millbrae General Plan (1998)</i></p>	<p>The <i>City of Millbrae General Plan</i> was adopted on November 24, 1998. The following goals and policies from Chapter 3, Land Use Element, and Chapter 6, Parks, Open Space and Conservation Element, are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ LU 3: Maintain a Variety of Land Uses- Maintain designations for a variety of residential, commercial, light industrial, recreational, and public institutional purposes to (1) protect environmental resources; (2) provide a mix of housing types, densities and tenure; (3) ensure that a variety of commercial and industrial goods, services and employment opportunities are available in Millbrae; and (4) offer a range of recreational and public facilities to meet the Millbrae residents.</li> <li>▪ PC 1: Provide sufficient, diverse and accessible recreational opportunities- Provide sufficient, diverse, and recreational opportunities for all Millbrae residents- including children, youth, seniors, and other with special needs- in parks, recreation facilities, school yards, and open spaced balanced with the protection of important habitat areas throughout the city.</li> <li>▪ PC 2: Maintain Existing Recreation Facilities- Maintain current park amenities and infrastructure in a safe, attractive and functional recreation environment.</li> <li>▪ PC 3: Improve the Spur Property as a Recreational Resource- Provide improvements to the Spur Property to enhance its function as a community-wide open space and recreational amenity.</li> <li>▪ PC 4: Protect Open Space Resources- Preserve the undeveloped open space areas in the City to maintain visual buffers between developed areas, preserve natural and man-made resources, minimize health and safety hazards, and provide recreational opportunities.</li> <li>▪ PC 5: Provide for Public Access and Use of Open Space as Appropriate- To enhance the recreational value of open space areas, provide for public access to</li> </ul>

Plan and Policies	Summary
<p><i>Millbrae Station Area Specific Plan (2016)</i></p>	<p>and use of open space areas where such access and use will not harm area's natural features or habitat.</p> <p>The City of Millbrae adopted the <i>Millbrae Station Area Specific Plan</i> on February 10, 2016. The plan includes the following goals and policies that are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ P-LU-9: Encourage the development of uses that contribute to the quality of life of residents and employees, such as childcare facilities, community centers, plazas, playgrounds, and parks.</li> <li>▪ P-OS 1: Provide a variety of public and private open spaces, pedestrian-oriented streetscapes, and gathering spaces to meet the needs of new and existing residents, visitors, workers, and businesses.</li> <li>▪ P-OS 2: Require the development of new publicly accessible open space and necessary pedestrian connections as part of new development projects or the payment of in-lieu fees.</li> <li>▪ P-OS 3: Frame potential open spaces with buildings or structures to provide a sense of enclosure to the open spaces and their users.</li> <li>▪ P-OS 4: Streetscape improvements should incorporate open spaces, such as pocket parks in bulbouts, to the extent feasible.</li> <li>▪ P-OS 5: Require open spaces and parks to incorporate sustainability measures, such as including native plant species, drought tolerant plants that require minimal irrigation, permeable paving, solar-powered lighting, and other similar features.</li> <li>▪ P-OS 6: Integrate public art into public space design consistent with the City's Public Art Policy.</li> <li>▪ P-OS 7: In light of the identified absence of parklands in the Plan Area and no specific requirement for private open space in new residential development, all new residential development shall provide a parkland dedication of 5 acres per 1,000 persons or payment of a development impact fee. The preference is for these fees to be used on parks and recreation facilities.</li> </ul>
<p>City of Millbrae Municipal Code, Title 5, Chapter 5.30, Parks and Recreational Facilities</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.</p>
<p><b>City of Burlingame</b></p>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The <i>Envision Burlingame General Plan</i> was adopted in January 2019. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal HP-4: Provide a diversity of City-owned parks, recreation facilities, natural open spaces, and public gathering places citywide, and ensure that every Burlingame residents lives within one-half mile of such a resource.</li> <li>▪ Policy HP-4.1: Develop and implement a parks, recreation, and trails master plan to guide open space investments and ensure a comprehensive and integrated system of parks, plazas, playgrounds, trails, and open space.</li> <li>▪ Policy HP-4.4: In concert with development proposals in the North Burlingame and North Rollins Road districts, require plans for publicly accessible open spaces. Design and develop these spaces to fit within the overall parks and recreation system in Burlingame.</li> <li>▪ Policy HP-4.8: Provide a range of quality recreational and multi-purpose facilities that are suited to community needs. Provide space for fitness classes, sports leagues, continuing education opportunities, community events, and other functions.</li> </ul>

Plan and Policies	Summary
	Ensure facilities are well maintained and have adequate lighting, signage, and hours of operations.
<i>Burlingame Downtown Specific Plan (2018)</i>	<p>The City of Burlingame amended the <i>Burlingame Downtown Specific Plan</i> in August 2018. The plan includes the following goals and policies that are applicable to safety and security:</p> <ul style="list-style-type: none"> <li>▪ Policy L(F): The City residents are served by three classes of parks and open space: community parks, neighborhood parks and preserves.</li> <li>▪ Policy OS(A): Preserve existing open space and open space lands to the fullest extent practicable, with spaces ranging in size from regional scale to small open spaces on individual lots.</li> <li>▪ Policy OS(D): Provide open space for recreational needs and for the preservation of sites of historical and cultural significance.</li> <li>▪ Policy OS(F): Protect and preserve open spaces which are vital as wildlife habitat areas or unique ecological significance.</li> <li>▪ Policy OS(G): Maintain open space to shape and guide development and to enhance community identity.</li> <li>▪ Policy OS(H): Establish the basic framework or a continuing action program designed to protect valuable and limited open space resources.</li> </ul>
<i>Burlingame Bayfront Specific Plan (2012)</i>	<p>The City of Burlingame adopted the Burlingame Bayfront Specific Plan in 2004, with amendments in 2006 and 2012. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal C: Promote recreational opportunities along the San Francisco Bay shoreline environment.</li> <li>▪ Policy C-1: Design criteria for development shall take best advantage of proximity to, recreational use of, and public access to the San Francisco Bay shoreline environment.</li> <li>▪ Goal F: Development should be visually attractive, pleasing both to those who work and visit the area, and also to those who use the area for recreation.</li> <li>▪ Policy F-3: All development should respect and value the views and sense of open space provided by the San Francisco Bay and the coastal hills, and should consider appropriate protection of the views from existing development.</li> </ul>
City of Burlingame Municipal Code, Title 10, Chapter 10.55, Regulations for Park and Recreational Areas	The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.
<b>City of San Mateo</b>	
<i>A Vision of San Mateo in 2030, Land Use Element, Urban Design Element, and Conservation, Open Space, Parks and Recreation Element (2011, 2015)</i>	<p><i>A Vision of San Mateo in 2030</i> was adopted on October 18, 2010, and amended in 2011 and 2015. The following goals and policies are relevant to the project:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ Goal 1e: Provide adequate transportation, utilities, cultural, educational, recreational, and public facilities, and ensure their availability to all members of the community.</li> <li>▪ Goal 1f: Provide a wide range of land uses, including retail, commercial services, office, industrial, parks, open space, and housing, to adequately meet the needs of all the community.</li> <li>▪ Goal 4b: Support the provision and maintenance of adequate sites and public facilities owned and/ or operated by the City or other government agencies to meet existing needs and the projected 2030 population and employment including,</li> </ul>

Plan and Policies	Summary
	<p>schools, post office facilities, recreation facilities, libraries, art centers, museums, and offices. Encourage joint use and public-private partnerships where feasible.</p> <p>Urban Design</p> <ul style="list-style-type: none"> <li>▪ UD 2.5: Require that a portion of required open space be useable for passive or active recreation.</li> </ul> <p>Conservation, Open Space, Parks and Recreation</p> <ul style="list-style-type: none"> <li>▪ Goal 2: Conserve and manage the City's natural resources to ensure that current and future generations will enjoy the environmental, social, and economic benefits derived from our urban forest, parks, and open spaces.</li> <li>▪ Goal 5: Provide a comprehensive park and recreation system of programs and facilities based on the needs of the City's residents for all ages and interests by including active, passive, social, educational, and cultural opportunities that insures access for all.</li> <li>▪ Goal 6: Develop a balanced program of acquisition, cooperative school agreements, development, and redevelopment to preserve open space and to improve community recreation opportunities, particularly in areas determined to have unmet needs.</li> <li>▪ Goal 7: Maintain and upgrade park infrastructure to optimize its value in meeting community recreation needs and cost effectiveness of its operation.</li> <li>▪ Goal 8: Support the continued utilization of school sites to augment City recreation facilities, meet community needs, and encourage school agencies to adopt reasonable user fees and operating practices that allow continued community access.</li> <li>▪ C/OS 12.1: Provide the appropriate mix of parkland that balances the needs of active and passive facilities, formal and informal uses and that are accessible for all residents, and meet existing and future recreation needs.</li> <li>▪ C/OS 12.5: Provide for public access, study, and recreation opportunities at the Shoreline, Sugarloaf Mountain, San Mateo, and Laurel Creeks that are compatible with their setting and natural attributes; ensure that significant natural qualities and habitat are protected.</li> <li>▪ C/OS 12.7: Preserve existing parklands, open spaces, and the golf course for open space and recreational use as directed by ordinance.</li> </ul>
<p><i>San Mateo Downtown Area Plan (2009)</i></p>	<p>The City of San Mateo adopted the <i>San Mateo Downtown Area Plan</i> on May 18, 2009. The plan includes the following goals and policies which are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ I.5 San Mateo Creek: Protect and utilize the open space and natural qualities of San Mateo Creek or private and public benefit to: assure access for police, fire, and floodway maintenance; increase flood protection; and preserve opportunities for future public use, access, and enjoyment.</li> <li>▪ III.2 Pedestrian Amenities: Enhance the sidewalk environment of primary pedestrian streets as indicated on the Pedestrian, Park and Open Space Policies map, by providing improvements to the appearance, comfort, convenience and safety of pedestrian areas. Develop a Coordinated Streetscape Plan for future sidewalk amenities and physical improvements.</li> </ul>
<p><i>San Mateo Rail Corridor Transit Oriented Development Plan (2005)</i></p>	<p>The City of San Mateo adopted the <i>San Mateo Rail Corridor Transit Oriented Development plan</i> on June 6, 2005. The plan includes the following goals and policies which are relevant to the project:</p> <p>Land Use and Zoning:</p> <ul style="list-style-type: none"> <li>▪ Policy 5.6: Provide for the creation of a usable 15-acre park system of publicly accessible parks within the Hillside Station TOD area.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 5.9: Provide for multifamily uses to be developed at transit supportive densities within the Hayward Park Station TOD zone.</li> <li>▪ Policy 5.10: Provide for the creation publicly accessible open space areas within the Hayward Park Station TOD zone.</li> </ul> <p>Community Character and Design:</p> <ul style="list-style-type: none"> <li>▪ Policy 6.11: Integrate water quality protection into streetscape improvements, street cross sections, parking facilities, plazas, and open space.</li> <li>▪ Policy 6.14: Recognize that train stations, buildings, streets, and open space seen together will define the character of the Plan Area.</li> <li>▪ Policy 6.21: Include a combination of city and neighborhood-scaled parks and plazas to serve plan area residents, workers, and visitors of all ages.</li> <li>▪ Policy 6.22: Provide parks for passive and active recreation.</li> <li>▪ Policy 6.23: Provide a minimum 12 contiguous acre park, and other parks or open space within the Hillside TOD site that totals 15 acres, that adds usable area to the Citywide Open Space System.</li> <li>▪ Policy 6.24: Locate neighborhood parks so that they are well distributed throughout the Plan Area and are within comfortable walking distance of all Plan Area residences.</li> <li>▪ Policy 6.25: Encourage neighborhood parks to be embedded within the street and block pattern and for buildings to front onto them, functioning as formative neighborhood elements.</li> <li>▪ Policy 6.26: Maintain a portion of each residential and office block for small scale private and semi-private open spaces, with contiguous publicly accessible mid-block pathways as appropriate.</li> <li>▪ Policy 6.27: Incorporate sunlit plazas and small parks in block patterns near Caltrain stations and mixed-use areas.</li> <li>▪ Policy 6.28: Provide for a usable 15-acre park system within the Hillsdale TOD zone, which could accommodate active sports and/or passive uses.</li> <li>▪ Policy 6.29: Assure that the location of the 15-acre park is not detrimental to the success of more transit supportive land uses, and should be located east of the Delaware Street Extension and not front onto it.</li> </ul>
<p><i>Hillsdale Station Area Plan (2011)</i></p>	<p>The City of San Mateo adopted the <i>Hillsdale Station Area Plan</i> was adopted on April 18, 2011. The plan includes the following goal and policy which are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal INF-4: Provide access to park and open space areas sufficient for Station Area residents and visitors.</li> <li>▪ Policy INF-4.1: Work with the City of San Mateo Parks and Recreation as well as regional open space providers to ensure that Station Area residents have access to sufficient park areas, most of which are outside of the Station Area. Access includes bicycle and pedestrian connections that are clear, as well as signage so that residents and visitors know where parks are located.</li> </ul>
<p>City of San Mateo Municipal Code, Title 13, Parks and Recreation</p>	<p>The Municipal Code consist of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.</p>



Plan and Policies	Summary
<p><b>City of Belmont</b></p> <p><i>Belmont 2035 General Plan (2017)</i></p>	<p>The City of Belmont adopted the <i>Belmont 2035 General Plan</i> on November 14, 2017. The general plan includes the following goals and policies from the Land Use Element and Parks, Recreation and Open Space Element which are relevant to the project:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ Goal 2.1: Promote a diversity of compatible land uses throughout the city, to enable people to live close to job locations, adequate and convenient commercial services, and public services and facilities such as transit, parks, and schools.</li> <li>▪ Goal 2.2: Support the creation and enhancement of “complete neighborhoods” in Belmont, with well-integrated single-family and multi-family residential development, pedestrian and bicycle-friendly environments, and activity nodes featuring schools, parks, and neighborhood commercial areas.</li> <li>▪ Goal 2.10: Ensure adequate provision of community-serving facilities such as recreation facilities, child daycare facilities, places of worship, and schools and other educational institutions to serve current and future residents.</li> <li>▪ Goal 2.12: Support a balanced and integrated parks and open space system that links neighborhoods, provides outdoor recreation opportunities, promotes natural resource conservation, and serves multiple needs.</li> <li>▪ Goal 2.13: Enhance Belmont’s character and image as a desirable community with distinct visual qualities, small-town character, and connections to nature and open space.</li> <li>▪ Policy 2.13-1: Ensure that new development is balanced with preservation of open space and natural features.</li> </ul> <p>Parks, Recreation, and Open Space</p> <ul style="list-style-type: none"> <li>▪ Goal 4.1: Provide an expanded, high quality, and diversified park system that serves the entire Belmont community, enhances community identity, and is conveniently located for community use.</li> <li>▪ Policy 4.1-2: Strive to achieve and maintain a citywide standard of at least 5.0 acres of mini, neighborhood, and community parks per 1,000 residents, targeting a breakdown of 3.0 acres/ 1,000 residents for community parks and 2.0 acres/ 1,000 residents for neighborhood parks.</li> <li>▪ Policy 4.1-3: Ensure that all development projects comply with the City’s parkland dedications requirements, in accordance with the Quimby Act, to provide adequate land for parks, open space, landscaping, and trails in appropriate locations through the dedication of land or otherwise providing for mini parks, planned trails, and other recreational space.</li> <li>▪ Goal 4.2: Ensure that a wide variety of public community and recreation facilities are available to the entire Belmont Community for recreational, social, and cultural activities.</li> <li>▪ Policy 4.2-3: Continue joint use agreements with other agencies, institutions, and private organizations for public use of recreational facilities not owned by the City, especially in neighborhoods deficient in recreational facilities, if the joint use agreements can help meet the City’s recreational needs and if the terms are favorable to the City.</li> <li>▪ Goal 4.2: Improve the quantity and quality of recreational programming and services to provide varied recreational opportunities for the entire Belmont community.</li> <li>▪ Policy 4.3-1: Continue to provide recreational programs and services to serve the entire Belmont community.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal 4.4: Continue to develop and support a balanced and integrated open space system reflecting a variety of considerations, including natural resource conservation, outdoor recreation, and public health and safety, to ensure synergies between various open space components and compatibility with land use planning.</li> <li>▪ Policy 4.4-2: Maintain connectivity between large open spaces in Belmont and the region, including the Waterdog Lake area, San Juan Hills area, Sugarloaf Mountain, and the open space in the San Francisco Public Utility District’s Crystal Springs watershed.</li> <li>▪ Policy 4.4-4: Maintain and enhance trails in open spaces in Belmont. Continue to support opportunities for shared use of trails among multiple users, including pedestrians and mountain bicyclists. Promote knowledge, trail etiquette, and consideration of multiple users on trails through education programs and signage.</li> <li>▪ Goal 4.5: Preserve and protect open space resources using various methods available to the City.</li> <li>▪ Policy 4.5-1: Consider open space dedication or acquisition of fee title land to ensure long-term preservation and protection only if public liability exposure can be acceptably limited to the extent feasible.</li> <li>▪ Goal 4.6: Improve and increase public access into open space areas where feasible and safe.</li> <li>▪ Policy 4.6-1: Maintain and improve access to parks and open space, especially in areas that lack land for additional parkland dedication and in areas where topography and lack of sidewalks inhibits easy pedestrian access to parks and recreation facilities.</li> <li>▪ Goal 4.7: Pursue sufficient and dedicated funding for acquisition, operations, protection, maintenance, and management of parks, recreation facilities, and natural open spaces and to meet the recreational programming and service needs of the Belmont Community.</li> <li>▪ Policy 4.7-1: Ensure that residential and nonresidential development projects contribute to the City’s park, recreation, and open space resources commensurate with their impacts, through the Quimby Act and establishment and collection of park impact fees.</li> </ul>
<p><i>Belmont Village Specific Plan (2017)</i></p>	<p>The City of Belmont adopted the Belmont Village Specific Plan on November 14, 2017. The plan includes the following goals and policies that are applicable to the project:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ Policy 2.1-16 Community Gathering Spaces and Placemaking Strategies: Ensure that ample community gathering spaces, open spaces, and recreational facilities are part of any mixed-use development or master planned area consistent with the requirements in chapters 4 and 5. Encourage the creation of visually appealing, comfortable, and memorable places with a variety of amenities and facilities to meet different, needs, such as plazas, paseos, playgrounds, green spaces, and small pocket parks.</li> </ul> <p>Infrastructure and Public Services</p> <ul style="list-style-type: none"> <li>▪ Goal 5.9: Provide a diverse range of parks, recreation, and community facilities and programming inside and within a ten-minute walk of the Planning Area.</li> <li>▪ Policy 5.9-1: Strive to achieve provision of 2.2 acres of neighborhood parkland across the Planning Area, recognizing that park space in urban, downtown environments may take the form of plazas, pockets parks, and flexible spaces.</li> <li>▪ Policy 5.9-2: Establish parks, recreation, and community facilities in the Village as activity centers and community gathering spaces through park activation techniques, such as programming, activities and public art.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 5.9-5: Ensure that parks and public spaces in and near the Planning Area offer a diverse range of amenities and are safe and accessible for the entire Belmont community.</li> <li>▪ Policy 5.9-8: Support the use of parks, recreation, and community facilities for a diversity of programming and activities to activate these spaces and to provide varied recreational opportunities for the entire Belmont community.</li> </ul>
Belmont Municipal Code, Chapter 16, Parks and Recreation	The Municipal Code consist of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open spaces. As a result, no local laws and ordinances are applicable to the project.
<b>City of San Carlos</b>	
<i>San Carlos 2030 General Plan (2009)</i>	<p>The <i>San Carlos 2030 General Plan</i> was adopted on October 12, 2009. The following goals and policies are relevant to the project:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ Goal LU-1: Ensure a sustainable land use pattern.</li> <li>▪ Policy LU-1.11: Preserve existing open space by supporting urban infill.</li> <li>▪ Policy LU-1.12: Promote the development of publicly accessible urban trail throughout the city to provide access to the natural environment and facilitate no-motorized transportation options.</li> <li>▪ Policy LU-9.16: Require a contribution of parkland and/ or fees in lieu of land dedication as a condition of approval of all new residential subdivisions.</li> </ul> <p>Environmental Management:</p> <ul style="list-style-type: none"> <li>▪ Goal EM-4: Acquire, preserve, protect, and restore open space and enhance the public's ability to enter and enjoy open space.</li> <li>▪ Policy EM-4.1: Retain existing public open space as open space.</li> <li>▪ Policy EM-4.2: Support an open space system that is diverse in uses and opportunities and includes natural function/wildlife habitat as well as passive and appropriate active recreation.</li> </ul> <p>Parks and Recreation:</p> <ul style="list-style-type: none"> <li>▪ Policy PR-1.2: Maintain a balance of athletic fields, active parks and passive open space that supports a variety of recreational uses.</li> <li>▪ Goal PR-2: Provide cultural, historical, environmental education and recreational facilities that support a diversity of needs and interests.</li> <li>▪ Policy PR-2.1: Consider the recreational needs and interests of all segments of the San Carlos community when evaluating decisions relating to parks facilities.</li> <li>▪ Policy PR-2.4: Continue to maintain City-owned open space trails and connections to regional trails.</li> <li>▪ Policy PR -2.7: Encourage new development to provide trails and trail connection easements or dedications where feasible and appropriate.</li> <li>▪ Goal PR-3: Provide recreational programs to meet the needs of all residents.</li> <li>▪ Policy PR-3.1: Ensure that recreational programs are available for all ages and abilities.</li> <li>▪ Policy PR-3.5: Ensure that park facilities and usage will only be expanded with a commensurate expansion in maintenance resources, including future staff and equipment.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal PR-4: Provide for environmentally- sustainable parks and recreational programs.</li> <li>▪ Policy PR-4.2: Maintain and enhance ecological diversity in City Parks and open space.</li> <li>▪ Policy PR-4.3: Incorporate sustainable practices into the on-going maintenance of City parks and recreational facilities.</li> </ul>
<p><i>Parks, Open Space, Buildings, and Other Recreational Facilities Master Plan 2009-2029 (2008)</i></p>	<p>The City of San Carlos adopted the <i>Parks, Open Space, Buildings, and Other Recreational Facilities Master Plan 2009-2029</i> in August 2008. The master plan has no goals or policies that are directly relevant to the project. However, this plan is important to note, as it does include:</p> <ul style="list-style-type: none"> <li>▪ Inventory and analysis of existing parks and recreation facilities.</li> <li>▪ Needs analysis of current and projected demand for recreational facilities.</li> <li>▪ Action plan recommendations to be implemented over a 15-year timeframe.</li> <li>▪ An implementation plan that define priorities, outlines phasing, quantifies anticipated costs, and describes funding opportunities for the development, operation, and maintenance of the parks system.</li> </ul>
<p>City of San Carlos Municipal Code, Title 12, Chapter 12.12, Regulation of Park Facilities</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan 2030 (2010)</i></p>	<p>The <i>Redwood City General Plan 2030</i> was adopted on October 11, 2010. The following goals and policies from the Built Environment and Natural Resources elements are relevant to the project:</p> <p><b>Built Environment</b></p> <ul style="list-style-type: none"> <li>▪ Goal BE-1: Achieve complete and integrated neighborhoods, corridors, and centers.</li> <li>▪ Policy BE-1.1: Maintain and enhance the beneficial and unique character of the different neighborhoods, corridors, and centers, and open spaces that define Redwood City.</li> <li>▪ Goal BE-2: Recognize, maintain, and celebrate the unique qualities of Redwood City's neighborhoods.</li> <li>▪ Policy BE-2.1: Create complete neighborhoods by integrating schools, parks, child care centers, community centers, infrastructure, green spaces and parks, and other public amenities into each neighborhood.</li> </ul> <p><b>Natural Resources</b></p> <ul style="list-style-type: none"> <li>▪ Goal NR-5: Protect, restore, and maintain creeks, sloughs, and streams to ensure adequate water flow, prevent erosion, provide for viable riparian plant and wildlife habitat, and where appropriate, allow for recreation opportunities.</li> <li>▪ Policy NR-5.1: Restore, maintain, and enhance Redwood City's creeks, streams, and sloughs to preserve and protect riparian and wetland plants, wildlife, and associated habitats, and where feasible, incorporate public access.</li> <li>▪ Goal NR-6: Preserve and enhance the baylands, natural wetlands, and ecosystem to assist with improved air quality and carbon dioxide sequestration.</li> <li>▪ Policy NR-6.4: Allow for appropriate public access to bayfront open space lands for recreation activities while protecting and restoring the bayfront's natural ecosystem and minimizing environmental damage, as appropriate.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal NR-8: Identify, protect, and restore open spaces, sensitive biological resources, native habitat, and vegetation communities that support wildlife species.</li> </ul>
<p><i>Downtown Precise Plan</i> (2016)</p>	<p>The City of Redwood City adopted the <i>Downtown Precise Plan</i> on January 24, 2011, and amended the plan in May 2016. The following regulation is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal C: Create a network of great public open spaces.</li> </ul>
<p>City of Redwood City Municipal Code, Chapter 25, Parks and Recreation Areas</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>
<b>Town of Atherton</b>	
<p><i>Atherton General Plan</i> (2020)</p>	<p>The <i>Atherton General Plan</i> was updated in January 2020. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-1: To preserve the Town’s character as a scenic, semi-rural, thickly-wooded residential area with abundant open space.</li> <li>▪ Policy LU-1.6: The Town shall continue to preserve the open space characteristics of existing schools, churches, and park facilities.</li> <li>▪ Policy LU-1.7: Land uses which diminish the open space character of the Town, such as commercial and high-density residential uses, shall be prohibited.</li> <li>▪ Goal OSC-1: Protect both publicly and privately held open space lands from deterioration of their semi-rural charm, scenic value and environmental equilibrium.</li> <li>▪ Objective OSC 1.1: Preserve presently existing open space, wildlife and vegetation.</li> <li>▪ Objective OSC 1.2: Prevent developmental encroachment on open space and sensitive environmental resources.</li> <li>▪ Policy OSC-1.1: The Town shall endeavor to protect scenic resources, significant stands of natural vegetation, wildlife habitat, public safety and significant archaeological resources, both publicly and privately held.</li> <li>▪ Policy OSC-1.2: The Town seeks to preserve the open space characteristics of existing public and private schools, churches, the Menlo Circus Club, the Bear Gulch Reservoir property and the public parks.</li> </ul>
<p><i>Holbrook-Palmer Park Master Plan</i> (2015)</p>	<p>The Town of Atherton adopted the Holbrook-Palmer Park Master Plan in May 2015. The Master Plan’s single goal is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ To maintain the Town’s only Park through the implementation of such a Master Plan so that the Park retains its utility for community activities and events while remaining a tranquil haven for Park visitors. Its use will balance the varying needs of the community in a way that maintains the historic small-town character that is uniquely Atherton.</li> </ul>
<p>Atherton Municipal Code, Title 17, Chapter 17.34 Park and Open Space District (POS)</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>
<b>City of Menlo Park</b>	
<p><i>City of Menlo Park General Plan</i> (2013)</p>	<p>The Open Space/Conservation, Noise, and Safety Elements of the <i>City of Menlo Park General Plan</i> were adopted in May 2013. The following goals and policies are relevant to the project:</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal OSC1- Maintain, protect, and enhance open space and natural resources.</li> <li>▪ Policy OSC1.1- Natural Resources Integration with Other Uses: Protect Menlo Park’s natural environment and integrate creeks, utility corridors, and other significant natural and scenic features into development plans.</li> <li>▪ Policy OSC1.2- Habitat for Open Space and Conservation Purposes: Preserve, protect, maintain, and enhance water, water-related areas, plant and wildlife habitat for open space and conservation purposes.</li> <li>▪ Policy OSC1.4- Habitat Enhancements: Require new development to minimize the disturbance of natural habitats and vegetation, and requires revegetation of disturbed natural areas with native or non-invasive naturalized species.</li> <li>▪ Policy OSC1.8- Regional Open Space Preservation Efforts: Support regional and subregional efforts to acquire, develop, and maintain open space conservation lands.</li> <li>▪ Goal OSC2- Provide parks and recreation facilities.</li> <li>▪ Policy OSC2.1- Open Space for Recreation Use: Provide open space lands for a variety of recreation opportunities, make improvements, construct facilities, and maintain programs that incorporate sustainable practices that promote healthy living and quality of life.</li> <li>▪ Policy OSC2.2- Planning for Residential Recreational Needs: Work with residential developers to ensure that parks and recreational facilities planned to serve new developments will be available concurrently with need.</li> <li>▪ Policy OSC 2.3- Recreation Requirements for New Developments: Require dedication of improved land, or payment of fee in lieu of, for park and recreation land for all residential uses.</li> <li>▪ Policy OSC2.4- Parkland Standards: Strive to maintain the standard of 5 acres of parkland per 1,000 residents.</li> </ul>
<p><i>Menlo Park/El Camino Real Downtown Specific Plan (2012)</i></p>	<p>The <i>Menlo Park/El Camino Real Downtown Specific Plan</i> was adopted in July 2012. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: To maintain and improve the character and stability of Menlo Park’s existing residential neighborhoods while providing for the development of a variety of housing types. The preservation of open space shall be encouraged.</li> <li>▪ Policy 1-A.d: Quality design and usable open space shall be encouraged in the design of new residential developments.</li> <li>▪ Goal 1-G: To promote the preservation of open-space lands for recreation, protection of natural resources, the production of managed resources, protection of health and safety, and/ or the enhancement of scenic qualities.</li> <li>▪ Policy 1-G.1: The city shall develop and maintain a parks and recreation system that provides areas and facilities conveniently located and properly designed to serve the recreation needs of all Menlo Park residents.</li> <li>▪ Policy 1-G.2: The community should contain an ample supply of specialized open space in the form of squares, greens, and parks whose frequent use is encouraged through placement and design.</li> <li>▪ Policy 1-G.4: Dedication of land, or payment of fees in lieu thereof for park and recreation purposes shall be required of all new residential development</li> <li>▪ Goal 10: Provide plaza and park spaces.</li> </ul>
<p>Menlo Park Municipal Code, Title 8, Chapter 8.28, Parks and Recreation</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks,</p>

Plan and Policies	Summary
	recreation, and open space. As a result, no local laws and ordinances are applicable to the project.
<b>Santa Clara County</b>	
<i>Santa Clara County General Plan (1994)</i>	<p>Santa Clara County adopted the <i>Santa Clara County General Plan</i> on December 20, 1994. The general plan includes the following goals and policies which are applicable to parks, recreation, and open space:</p> <ul style="list-style-type: none"> <li>▪ C-PR 2: Sufficient land should be acquired and held in the public domain to satisfy the recreation needs of current and future residents and to implement the trailside concept along our scenic roads.</li> <li>▪ C-PR 4: The public open space lands system should: (a) preserve visually and environmentally significant open space resources; and (b) provide for recreation activities compatible with the enjoyment and preservation of each site's natural resources, with trail linkages to adjacent and nearby regional park lands.</li> <li>▪ C-PR 7: Opportunities for access to regional parks and public open space via public transit, hiking, bicycling, and equestrian trails should be provided. Until public transit service is available, additional parking should be provided where needed.</li> <li>▪ C-PR 14: Parks and recreation system planning, acquisition, development, and operation should be coordinated among cities, the County, State and Federal governments, school districts and special districts, and should take advantage of opportunities for linkages between adjacent publicly owned parks and open space lands.</li> <li>▪ C-PR 20.1: Trail access should be provided for a range of user capabilities and needs (including persons with physical limitations) in a manner consistent with State and Federal regulations.</li> </ul>
<i>Santa Clara County Countywide Trails Master Plan (1995)</i>	<p>The Santa Clara County Countywide Trails Master Plan was adopted on November 14, 1995. The following policy is relevant to the extent of the project:</p> <ul style="list-style-type: none"> <li>▪ PR-TS 1.2: Trail access should be provided for a range of user capabilities and needs (including persons with physical limitations) in a manner consistent with State and Federal regulations.</li> </ul>
County of Santa Clara Ordinance Code, Division B14, Parks and Recreation	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>
<b>Santa Clara Valley Open Space Authority</b>	
<i>Santa Clara Valley Greenprint (2014)</i>	<p>The Santa Clara Valley Greenprint was adopted on March 27, 2014. The following goals and strategies are relevant to the extent of the project:</p> <ul style="list-style-type: none"> <li>▪ Protect and manage interconnected system of wildlands and natural area to support native habitats and species and to ensure resilience to a changing environment.</li> <li>▪ Protect and manage a network of open space lands that provide opportunities for nature-based recreation and education for all residents.</li> <li>▪ Protect and maintain connections between large open space parcels to provide large habitat blocks, ensure critical linkages, and provide climate resilience.</li> </ul>
<b>City of Palo Alto</b>	
<i>Palo Alto Comprehensive Plan 2030 (2017)</i>	<p>The <i>Palo Alto Comprehensive Plan</i> was adopted in November 2017. The following policies are relevant to the project:</p> <p>Land Use</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal L-1: A compact and resilient city providing residents and visitors with attractive neighborhoods, work places, shopping districts, public facilities, and open spaces.</li> <li>▪ Goal L-8: Attractive and safe parks, civic and cultural facilities provided in all neighborhoods and maintained and used in ways that foster and enrich public life.</li> <li>▪ Policy L-8.1: Facilitate creation of new parkland to serve Palo Alto’s residential neighborhoods, as consistent with the Parks, Trails, Open Space and Recreation Master Plan.</li> </ul> <p>Natural Environment</p> <ul style="list-style-type: none"> <li>▪ Goal N-1: Protect, conserve, and enhance Palo Alto’s citywide system of open space, including connected and accessible natural and urban habitats, ecosystems and natural resources, providing a source of public health, natural beauty, and enjoyment for Palo Alto residents.</li> <li>▪ Policy N-1.1: Preserve, protect, and enhance public and private open space and ecosystems of Palo Alto from the foothills to the Baylands. Respect the role that natural and landscaped areas within the urbanized part of the city play in a resilient ecological continuum.</li> <li>▪ Policy N-1.5: Preserve and protect the Bay, marshlands, salt ponds, sloughs, creeks, and other natural water or wetland areas as open space, functioning habitats, and elements of a larger, interconnected wildlife corridor, consistent with the Baylands Master Plan, as periodically amended.</li> <li>▪ Policy N-1.6: Preserve and protect the foothills and hillside areas, recognizing their unique value as natural ecosystems and interconnected wildlife corridors.</li> <li>▪ Policy N-1.8: Minimize the impacts of any new development on the character of public open space and the natural ecology of the hillsides.</li> <li>▪ Policy N-1.9: All development in the foothill portion of the planning area should visually blend in with its surroundings and minimize impacts to the natural environment.</li> </ul>
<p><i>Palo Alto Baylands Master Plan (2008)</i></p>	<p>The fourth edition of the Palo Alto Baylands Master Plan was adopted in October 2008. The following goals identified by the City of Palo Alto are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2: Recognize and maintain the relationship between the urbanized Embarcadero Road corridor in the northwest and the remaining recreation- oriented three- quarters of the Baylands. Allow no more urban intrusion.</li> <li>▪ Goal 12: Continue to allow intensive, structured, and special use recreation only where it is the least destructive to wildlife habitat. In the “Natural Unit” and “Areas of Significant Change” (Harbor area, landfill area, and former ITT Property), create opportunities for people of all age groups to get near the water to observe and enjoy the unique natural environment and wildlife of the Bay and marshlands, isolated from the urban scene in a setting where natural qualities and forces are dominant. Recreational activities in these areas shall be compatible with the ecological and physical constraints and opportunities of the natural Baylands systems.</li> </ul>
<p><i>Palo Alto Parks, Trails, Natural Open Space, and Recreation Master Plan (2017)</i></p>	<p>The Palo Alto Parks, Trails, Natural Open Space, and Recreation Master Plan was adopted in September 2017. The following goals identified by the City of Palo Alto are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 1: Provide high-quality facilities and services that are accessible, inclusive, and distributed equitably across Palo Alto.</li> <li>▪ Policy 1.B: Expand parkland inventory using the National Recreation and Park Association standard as a guide for park development in Palo Alto’s Urban Service Area. New parkland should be added to meet and maintain the standard of 4 acres/ 1,000 residents. Parkland should expand with population, be well distributed across</li> </ul>



Plan and Policies	Summary
	<p>the community and be sufficient size to meet the varied needs of neighborhoods and the broader community. Maximum service area should be ½ mile.</p> <ul style="list-style-type: none"> <li>▪ Goal 2: Enhance the capacity, quality, and variety of uses of the existing system of parks, recreation, and open space facilities and services.</li> <li>▪ Policy 2.A: Sustain the community’s investment in parks and recreation facilities</li> <li>▪ Goal 3: Create environments that encourage regular active and passive activities to support health, wellness, and social connections.</li> <li>▪ Goal 4: Protect natural habitat and integrate nature, natural ecosystems, and ecological principles throughout Palo Alto.</li> <li>▪ Policy 4.A: In natural open space, ensure activities, projects and programs are compatible with the protection of nature.</li> <li>▪ Policy 4.D: Promote, expand, and protect habitat and natural areas in parks and open space.</li> <li>▪ Goal 6: Manage Palo Alto’s land and services effectively, efficiently, and sustainably utilizing quantitative and qualitative measures.</li> <li>▪ Policy 6.E: Incorporate sustainable best practices in the maintenance, management, and development of open space, parks and recreation facilities where consistent with ecological best practices.</li> </ul>
<p>Palo Alto Municipal Code, Title 2, Chapter 2.25, Parks and Recreation Commission</p>	<p>The Municipal Code consists of local laws and ordinances for parks and recreation enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>
<p><b>City of Mountain View</b></p>	
<p><i>Mountain View 2030 General Plan (2012)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012. The following goals and policies are relevant to the project:</p> <p>Land Use and Design</p> <ul style="list-style-type: none"> <li>▪ Goal LUD-3: A diverse, balanced, and flexible mix of land uses that supports a strong economy, complete neighborhoods, transit use and community health.</li> <li>▪ Policy LUD 3.2: Encourage a mix of land uses, housing types, retail and public amenities and public neighborhood open spaces accessible to the community.</li> <li>▪ Goal LUD-8: A network of pedestrian-oriented, sustainable, and public spaces.</li> </ul> <p>Parks, Open Space, and Community Facilities</p> <ul style="list-style-type: none"> <li>▪ Goal POS-1: An expanded and enhanced park and open space system.</li> <li>▪ Policy POS 1.1, Additional parkland: Expand park and open space resources to meet current city standards for open space acreage and population in each neighborhood.</li> <li>▪ Goal POS-3: Open space areas with natural characteristics that are protected and sustained.</li> <li>▪ Policy POS 3.1, Preservation of natural areas: Preserve natural areas, creeks and shoreline at Mountain View Regional park primarily for low-intensity uses. In special circumstances more active uses may be permitted if the overall natural character of the larger area is retained.</li> <li>▪ Goal POS-6: An integrated system of multi-use trails connecting to key local and regional destinations and amenities.</li> <li>▪ Policy POS 6.2, At-grade crossings: Minimize at-grade crossings of major roads when building new trails</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal POS-9: High quality, accessible, flexible, well-maintained and environmentally sustainable public facilities.</li> <li>▪ Policy POS 9.2, changing needs: Design new facilities with the flexibility to accommodate changing community needs.</li> </ul>
<p><i>City of Mountain View Parks and Open Space Plan (2014)</i></p>	<p>The City of Mountain View Parks and Open Space Plan was adopted in September 2014. The following is a summary of some of the key Plan recommendations made by the City Council that are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Acquire land for parks, trails, and open space areas, especially in Planning Areas deemed most deficient in open space.</li> <li>▪ Work with school districts, utility companies, private owners, government agencies, etc., to preserve and protect existing open space.</li> <li>▪ Improve access to parks, trails, and pathways through safe street crossings and other techniques.</li> </ul>
<p>City of Mountain View Code of Ordinances, Chapter 41, Park Land Dedication or Fees in Lieu Thereof</p>	<p>The Municipal Code consists of local laws and ordinance on parks enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>
<p><b>City of Sunnyvale</b></p>	
<p><i>Sunnyvale General Plan (2011, 2017)</i></p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011, and the Land Use and Transportation chapter was updated in April 2017. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LT-9, Adequate and Balanced Open Space: Provide and maintain adequate and balanced open space and recreation facilities for the benefit of maintaining a healthy community based on community needs and the ability of The City to finance, construct, maintain and operate these facilities now and in the future.</li> <li>▪ Policy LT-9.2: Follow management and preventive maintenance strategies to extend the usable life of open spaces and recreation facilities, such as planning for and implementing “non-use times” for open space and facilities in order to assure adequate maintenance and regeneration time.</li> <li>▪ Policy LT-9.9: Support the acquisition or joint use through agreements with partners of suitable sites to enhance Sunnyvale’s open spaces and recreation facilities based on community need and through such strategies as development of easements and rights-of-way for open space use, conversion of sites to open space from developed use of land and landbanking.</li> <li>▪ Goal LT-10, Regional Approach to Open Space: A regional approach to providing and reserving open space and providing open space and recreational services, facilities, and amenities for the broader community.</li> <li>▪ Policy LT-10.2: Support public and private efforts in and around Sunnyvale to acquire, develop, and maintain open space and recreation facilities and services for public use.</li> <li>▪ Goal CC-10, High Quality Recreation Programming: The city strives to develop and implement passive and active recreation and enrichment programs that: <ul style="list-style-type: none"> <li>▪ Provide constructive opportunities for fitness, well-being, healthy coping and stress management</li> <li>▪ Highlight cultural practices and traditions reflective of a diverse community</li> <li>▪ Promote activities that foster interaction among diverse parts of the community</li> </ul> </li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Encourage creative expression, education, skill development, and personal enrichment</li> <li>▪ Contribute to the creation of a healthy community, and promote community participation in recreation for all ages</li> <li>▪ Goal CC-11, Wide Range of Recreation Programming: The City strives to ensure equal opportunities for participation and to provide for a range of structured and unstructured uses, and a variety of general and special interest uses in parks and facilities. The City also provides a wide range of program choices, open space, amenities and facility offerings to meet the recreational needs of a diverse and changing population, including identified subgroups and special populations. Policies related to acquiring and/or developing open space facilities and amenities are also included here. Competing interests and finite resources, however, require the city to set some priorities.</li> <li>▪ Goal CC-12, Maximize access to recreation services, facilities and amenities: the city strives to maximize access to all of its services, facilities, and amenities.</li> </ul>
<p>Sunnyvale Municipal Code, Title 9, Chapter 9.62 Public Parks</p>	<p>The Municipal Code consists of local laws and ordinances on parks enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara 2010–2035 General Plan</i> on November 16, 2010. The general plan includes the following goals and policies which are applicable to parks, recreation, and open space:</p> <ul style="list-style-type: none"> <li>▪ 5.9.1-G1: Ample facilities for physical activities that promote community health.</li> <li>▪ 5.9.1-G4: Park, trail, and open space facilities that are accessible and provide connections to destination points and activity centers within the city.</li> <li>▪ 5.9.1-P4: Provide connections between private and public open space through publicly accessible trails and pathways and by orienting open spaces to public streets.</li> <li>▪ 5.9.1-P12: Promote the preservation of open space and recreational area on existing and closed school sites.</li> <li>▪ 5.9.1-P20: Promote the continuation of a parks per population ration of 2.4 per 1,000 residents and explore the potential to increase the ratio to 3.0, based on the Parks and Recreation Needs Assessment (Parks Master Plan), referenced in Plan Prerequisite 5.1.1-P24.</li> </ul>
<p>Santa Clara City Code, Title 12, Streets, Sidewalks, and Public Places</p>	<p>The Municipal Code consists of local laws and ordinances on parks enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The City of San Jose <i>Envision San José 2040 General Plan</i> was adopted in 2011 and updated in 2018. The following goals and policies from Part 4, Parks, Open Space, and Recreation are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ PR-1.1: Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ PR-1.2: Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.</li> <li>▪ Goal PR-3: Create a balanced park system that provides all residents access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities.</li> <li>▪ PR-3.1: Provide equitable access to parks, trails, open space, community centers, dog parks, skate parks, aquatics facilities, sports fields, community gardens, and other amenities to the greatest extent feasible in order to provide a high quality of life for our residents.</li> <li>▪ Goal PR-5: Develop and promote a series of grand parks to act as focal points for the City, its residents, and its visitors.</li> <li>▪ PR-5.1: Develop the Guadalupe River Park &amp; Gardens as one of the City's grand parks, and as part of an integrated park system...</li> <li>▪ PR-5.5: Connect the Guadalupe River Park &amp; Gardens to the other assets in the City via a network of trails and bike paths to encourage connectivity and community and to maximize the park's use and accessibility.</li> </ul>
<p><i>Diridon Station Area Plan Final Plan Report (2014)</i></p>	<p>The Diridon Station Area Plan was adopted June 2014. The following goal and constraints and assumptions is relevant to the project extent:</p> <ul style="list-style-type: none"> <li>▪ Open Space. Enhance and expand recreational opportunities in the Station area, and establish an open space system integrated with Los Gatos Creek and Guadalupe River Park.</li> <li>▪ Completion of the Los Gatos Creek Master Plan: Making the final connection between the northern and southern sections of the Creekside park and trails by completing the section between Santa Clara Street and Park Avenue is a high priority for the City and the community. The DSAP- Final Plan Report show this final piece in place as part of the approach to distribution and connection of public open space.</li> <li>▪ New community park at existing Fire Department training yard: The existing facility, bounded by Park Avenue, South Montgomery Street, West San Carlos Street and the railroad tracks has been identified by the City as an opportunity site for a new public park if the fire training station chooses to relocate elsewhere within San Jose. This area is shown as a large new public park with the Los Gatos creek running through it in the DSAP-Final Plan Report.</li> </ul>
<p><i>San Jose Municipal Code, Title 13, Chapter 13.44, Parks</i></p>	<p>The Municipal Code consists of local laws and ordinances on parks enacted and enforced by the local municipality. However, these local laws and ordinances predominantly pertain to rules and regulations for daily use of parks, recreation, and open space. As a result, no local laws and ordinances are applicable to the project.</p>

Sources: ABAG and MTC 2017; City of Belmont 2017a, 2017b; City of Brisbane 1994, 2001, 2018, 2020b; City of Burlingame 2012, 2018a, 2019; City of Menlo Park 2012, 2013; City of Millbrae 1998, 2016a; City of Mountain View 2012, 2014b; City of Palo Alto 2008, 2017a, 2017b; City of Redwood City 2010, 2016; City of San Bruno 2009; City of San Carlos 2008, 2009; City and County of San Francisco 1998, 2014b, 2018a; City of San Jose 2014, 2018; City of San Mateo 2005, 2009, 2011a, 2011b, 2015b, 2015c; City of Santa Clara 2010; City of South San Francisco 1994, 1999, 2014b, 1999, 2011, 2015b; City of Sunnyvale 2011, 2017; County of San Mateo 2011, 2013a, 2013c; County of Santa Clara 1994, 1995b; Midpeninsula Regional Open Space District 2011; BCDC 2019; San Francisco Recreation and Parks 2020; SCVOSA 2014; Town of Atherton 2015b, 2020

BCDC = San Francisco Bay Conservation and Development Commission

SCVOSA = Santa Clara Valley Open Space Authority

## Aesthetics and Visual Quality

**Table 14 Regional and Local Plans and Polices Relevant to Aesthetics and Visual Quality**

Plan Title	Policy/Summary
<b>City and County of San Francisco</b>	
<p><i>City of San Francisco General Plan (2004, 2018)</i></p>	<p>The City of San Francisco adopted the <i>City of San Francisco General Plan</i> in 1996. The Arts Element and Environmental Protection Element were both amended in 2004, and a new Urban Design Element was adopted in 2018. The following goals and objectives are relevant to the project:</p> <p>Arts Element</p> <ul style="list-style-type: none"> <li>▪ Policy I-3.3: Strive for the highest standards of design of public buildings and grounds and structures placed in the public right of way. Public buildings should set the standard for design quality in the City, not only because of their civic importance, but also because insistence on good design in private buildings is undermined if public design is mediocre.</li> </ul> <p>Environmental Protection Element</p> <ul style="list-style-type: none"> <li>▪ Policy 7.2: Protect land from changes that would make it unsafe or unsightly.</li> </ul> <p>Urban Design Element</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1: Recognize and protect major views in the city, with particular attention to those of open space and water.</li> <li>▪ Policy 2.4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.</li> </ul>
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan Policies (2013)</i></p>	<p>The County of San Mateo adopted the <i>San Mateo County General Plan</i> in 1986, and the goals and policies were updated in 2013. The following goals are relevant to the project:</p> <p>Visual Quality Policies</p> <ul style="list-style-type: none"> <li>▪ Policy 4.1: Protection of Visual Quality: (a.) Protect and enhance the natural visual quality of San Mateo County; (b.) Encourage positive visual quality for all development and minimize adverse visual impacts.</li> <li>▪ Policy 4.2: Protection of Shorelines: (a.) Protect and enhance the visual quality of and from shorelines of bodies of water including lakes, reservoirs, streams, bays, ocean, sloughs.</li> <li>▪ Policy 4.3: Protection of Vegetation: Minimize the removal of visually significant trees and vegetation to accommodate structural development.</li> <li>▪ Policy 4.4: Appearance of Rural and Urban Development: Promote aesthetically pleasing development in rural and urban areas.</li> <li>▪ Policy 4.14: Appearance of New Development: (a.) Regulate development to promote and enhance good design, site relationships and other aesthetic considerations.</li> <li>▪ Policy 4.20: Utility Structures: Minimize the adverse visual quality of utility structures, including roads, roadway and building signs, overhead wires, utility poles, T.V. antennae, windmills and satellite dishes.</li> <li>▪ Policy 4.28: Trees and Vegetation: <ul style="list-style-type: none"> <li>a. Preserve trees and natural vegetation except where removal is required for approved development or safety</li> <li>b. Replace vegetation and trees removed during construction wherever possible. Use native plant materials or vegetation compatible with the surrounding vegetation, climate, soil, ecological characteristics of the region and acceptable to the California Department Forestry.</li> </ul> </li> </ul>

Plan Title	Policy/Summary
	<ul style="list-style-type: none"> <li>c. Provide special protection to large and native trees.</li> <li>▪ Policy 4.29: Landscaping and Screening:                             <ul style="list-style-type: none"> <li>a. Provide a smooth transition between development and adjacent forested or open space areas through the use of landscaping.</li> <li>b. Limit landscaping in open grasslands to areas immediately surrounding structures.</li> <li>c. Where it is appropriate to screen uses from view, use natural vegetation rather than solid fencing.</li> </ul> </li> <li>▪ Policy 4.35: Urban Area Design Concept:                             <ul style="list-style-type: none"> <li>a. Maintain and, where possible, improve upon the appearance and visual character of development in urban areas.</li> <li>b. Ensure that new development in urban areas is designed and constructed to contribute to the orderly and harmonious development of the locality.</li> </ul> </li> <li>▪ Policy 4.57: Tree and Vegetation Removal: Allow the removal of trees and natural vegetation when done in accordance with existing regulations. Prohibit the removal of more than 50 percent of the tree coverage except as allowed by permit.</li> </ul> <p>Historical and Archeological Resources Policies</p> <ul style="list-style-type: none"> <li>▪ Goal 5.1: Historic Resource Protection. Protect historic resources for their historic, cultural, social and educational values and the enjoyment of future generations.</li> <li>▪ Policy 5.15: Character of New Development:                             <ul style="list-style-type: none"> <li>a. Encourage the preservation and protection of historic resources, districts and landmarks on sites which are proposed for new development.</li> <li>b. Ensure that new development in historic districts is compatible in bulk, height, material and design with that of the historic character and qualities of the district.</li> <li>c. Encourage the use of the Secretary of the Interior’s guidelines and standards for rehabilitation of historic structures by: (1) those undertaking the rehabilitation of historic structures, and (2) those responsible for the architectural review and permit approval.</li> </ul> </li> </ul> <p>Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ Policy 7.16: Land Use Objectives for Urban Areas. Locate land use designations in urban areas (urban unincorporated areas) in order to: (1) maximize the efficiency of public facilities, services and utilities, (2) minimize energy consumption, (3) encourage the orderly formation and development of local government agencies, (4) protect and enhance the natural environment, (5) revitalize existing developed areas, and (6) discourage urban sprawl.</li> </ul> <p>Urban Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ Policy 8.14: Land Use Compatibility:                             <ul style="list-style-type: none"> <li>a. Protect and enhance the character of existing single-family areas.</li> <li>b. Protect existing single-family areas from adjacent incompatible land use designations which would degrade the environmental quality and economic stability of the area.</li> </ul> </li> </ul>
<b>City of Brisbane</b>	
<p><i>City of Brisbane General Plan (1994, 2020)</i></p>	<p>The City of Brisbane adopted the City of Brisbane General Plan in 1994 and updated the Land Use chapter in 2020. The following policies and programs are relevant to the project:</p> <p>Land Use Element</p> <ul style="list-style-type: none"> <li>▪ Policy LU.2: Development south of the Bayshore Basin drainage channel shall maintain a low profile, permitting low or mid-rise buildings, not to exceed six stories in height, in order to preserve the existing views of San Francisco and San Francisco Bay as seen</li> </ul>

Plan Title	Policy/Summary
	<p>from Central Brisbane, and to maximize the amount of landscape and open space or open area in this portion of the subarea.</p> <ul style="list-style-type: none"> <li>▪ Policy LU.11: In the context of respecting private property rights, make every effort to preserve and enhance public views of the Mountain and the Bay.</li> <li>▪ Policy LU.15: Encourage the maintenance and upgrading of structures and sites that have played important roles in the City's history.</li> <li>▪ Policy LU.21: Preserve open areas with biological value and/or significant topographic characteristics at the perimeter of the City to maintain Brisbane as separate and distinct from nearby communities.</li> <li>▪ Policy LU.23: Retain sufficient distances between development and designated open spaces and natural areas to enhance and respect the amenity and value of the resource.</li> <li>▪ Policy LU.26: Keep open areas and opportunities for landscaping along arterial and collector streets by establishing setbacks from the right-of-way.</li> </ul> <p>Open Space Element</p> <ul style="list-style-type: none"> <li>▪ Policy 81.1: Work to preserve open space lands to protect the natural environment and to provide outdoor educational and recreational opportunities consistent with the sensitivity of the resource.</li> <li>▪ Policy 82: Encourage the preservation, conservation and restoration of open space to retain existing biotic communities, including rare and endangered species habitat, wetlands, watercourses and woodlands.</li> <li>▪ Policy 87.1: Publicly dedicated open space both in and around the City shall be preserved. The City shall therefore discourage and oppose any attempted conversion of such dedicated open space to urban uses, and shall not authorize or approve the relinquishment, abandonment, or release of any open space dedication unless there is a finding of a compelling and overriding public interest and public benefit to be served thereby.</li> </ul> <p>Policies and Plans by Subarea, Baylands</p> <ul style="list-style-type: none"> <li>▪ Policy BL.11: Retain and enhance landscaping along Bayshore Boulevard to buffer traffic noise and enhance the visual appearance of land uses fronting of the roadway.</li> <li>▪ Policy BL.16: Enhance the natural landform and biotic values of Icehouse Hill and preserve its ability to visually screen the Tank Farm.</li> </ul>
<b>City of South San Francisco</b>	
<p><i>City of South San Francisco General Plan (1999)</i></p>	<p>The City of South San Francisco adopted the South San Francisco General Plan in 1999. The following policies are relevant to the project:</p> <p>Open Space and Recreation Element</p> <ul style="list-style-type: none"> <li>▪ Policy 5.1-G-4: Develop linear parks in conjunction with major infrastructure improvements and along existing public utility and transportation rights-of-way.</li> </ul>
<b>City of San Bruno</b>	
<p><i>City of San Bruno General Plan (2009)</i></p>	<p>The City of San Bruno adopted the <i>San Bruno General Plan</i> in 2009. The following policies are relevant to the project:</p> <p>Land Use and Urban Design Element</p> <ul style="list-style-type: none"> <li>▪ Policy LUD-31: Develop a green buffer along Huntington Avenue, as illustrated in Figure 2-7 to buffer residents from BART and Caltrain activities.</li> <li>▪ Policy LUD-34: As opportunities arise, consider creating a new four- to five-foot wide planted median that serves to buffer residential development from railway activities along Huntington Avenue.</li> </ul> <p>Transportation Element</p>

Plan Title	Policy/Summary
	<ul style="list-style-type: none"> <li>▪ Policy T-30: Improve the appearance of the following streets: Huntington Avenue/railroad tracks: Continue landscaping along both sides of the railroad tracks.</li> <li>▪ Policy T-54: Continue landscaping along the railroad right-of-way and commuter parking areas to improve neighborhood appearance and mitigate noise.</li> <li>▪ Policy T-74: Ensure maintenance of vegetation along bicycle routes within the city. Ensure that overgrown vegetation does not push bicyclists into vehicular travel lanes and cause potential accidents.</li> <li>▪ Policy T-77: Create a pedestrian-oriented setting along the Pedestrian Emphasis Zones (see Figure 4-6) through potential construction of the following public improvements: brick pavers to make sidewalks look more distinct; street trees to soften the environment and provide color and shade; human-scale street lights for enhanced aesthetics and illumination; banners and flags to make the area look more festive and cheerful; and benches to give people a place to sit, rest, and watch what goes on around them.</li> </ul> <p>Environmental Resources and Conservation Element</p> <ul style="list-style-type: none"> <li>▪ Policy ERC-2: Preserve as open space those portions of property which have significant value to the public as scenic resources, aesthetic, or recreation purposes.</li> <li>▪ Policy ERC-3: Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion, and to serve as noise and scenic buffers.</li> <li>▪ Policy ERC-10: Require incorporation of native plants into landscape plans for new development as feasible—especially in areas adjacent to natural areas, such as canyons or scenic roadways (Figure 6-1). Require preservation of mature trees, as feasible, during design and construction.</li> </ul>
<b>City of Millbrae</b>	
<p><i>City of Millbrae General Plan Update (1998)</i></p>	<p>The <i>City of Millbrae General Plan</i> was adopted in 1998 and provides guidance for code enforcement and other regulations. The following plans and policies are relevant to the project:</p> <p>Land Use Element</p> <ul style="list-style-type: none"> <li>▪ Goal LU1: Preserve the Quality of Residential Neighborhoods.</li> <li>▪ Policy LU2.1: Site Planning and Design. Ensure high quality site planning, architecture, and landscape design for all new development, renovation, or remodeling.</li> <li>▪ Policy LU2.5: 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.</li> <li>▪ Policy LU2.7: Civic Beautification and Public Art. Establish a continuing program of civic beautification, gateway or entryway enhancement tree planning, commercial area enhancement, maintenance of homes and streets, public art and other measures which will promote an aesthetically desirable environment and attractive neighborhood and commercial areas. Formalize the process for the acceptance, review, and placement of public art.</li> <li>▪ Policy LU3.5: Special Land Use Policy Areas. Establish Special Land Use Policy Areas where more specific policies should apply and implement the Downtown “Action Agenda.” These areas are shown on Map 3-4 and include the following:</li> </ul> <p>Millbrae Station Area</p> <p>b. Development surrounding the station should be of an appropriate intensity to promote the creation of a transit-oriented district, to reinforce transit ridership, and to create a vibrant activity center and gateway to the City.</p>



Plan Title	Policy/Summary
	<p>c. New development within the station area should complement and reinforce adjacent areas such as the Downtown to create a cohesive and seamless urban fabric served by major urban transportation systems.</p> <p>Downtown (Broadway) Core Area</p> <p>a. Improve and enhance the appearance, functionality, and economic vitality of the Downtown commercial district (the area bounded by Magnolia, Meadow Glen, El Camino, and Victoria) as a pedestrian-oriented, community focal point.</p> <p>h. Adopt and implement the Commercial Design Guidelines to create a consistently high quality development standard for these areas, with guidelines for architectural style, scale, mass, bulk, color, materials, signage, and landscaping.</p> <p>El Camino Real Frontage Area</p> <p>a. Improve and enhance the appearance, functionality, and economic vitality of the El Camino Real and Millbrae Avenue districts as automobile-oriented commercial areas.</p> <p>b. Enhance the visual appearance of these areas through tree planting and other landscaping.</p> <ul style="list-style-type: none"> <li>▪ Policy LUIP-10: Railroad Station House. Consider and support appropriate community or economic uses of the Station House and continue to support its historic importance in its existing location.</li> </ul> <p>Circulation Element</p> <ul style="list-style-type: none"> <li>▪ Policy CIP-8: Street Tree Master Plan. Continue to implement the Street Tree Master Plan and undertake other landscaping and street frontage improvements to improve the appearance of Millbrae streets, and assure the maintenance of El Camino Real median landscape to avoid site-distance problems.</li> </ul> <p>Parks, Open Space, and Conservation Element</p> <ul style="list-style-type: none"> <li>▪ Policy PC4.5: Trees and Landscaping. Protect existing trees and encourage drought-tolerant landscaping, including new tree plantings, in private and public areas, include street medians. Utilize the design review process to review landscaping plans and enforce tree and landscape goals, consistent with the preservation of views.</li> </ul>
<b>City of Burlingame</b>	
<p><i>Envision Burlingame General Plan and Housing Element</i> (2015, 2019)</p>	<p>The <i>Envision Burlingame General Plan</i> was adopted in 2019, while the latest Housing Element was adopted in 2015. The following goals and policies from these elements are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal HP-7: Protect local scenic resource, and preserve views of the natural amenities in the city.</li> <li>▪ Policy HP-7.3: City and County Scenic Roadways. Protect local scenic roadways by preserving mature trees wherever possible, maintaining landscaping along roadways, and ensuring that development and land uses do not detract from the aesthetics of the corridor. [ . . ]</li> <li>▪ Policy HP-7.7. Shoreline Views. Protect views to the Bay shoreline by identifying viewsheds to the Bay from key locations and restricting the height of buildings within these viewsheds. Ensure that new Bayfront development does not detract from the scenic qualities of the area, and consider adopting commercial and hotel design guidelines specific to the Bayfront.</li> </ul> <p>Housing Element</p> <ul style="list-style-type: none"> <li>▪ Policy H(A-1): Protect the character of existing residential neighborhoods.</li> </ul>
<b>City of San Mateo</b>	
<p><i>A Vision of San Mateo in 2030,</i></p>	<p><i>A Vision of San Mateo in 2030</i> was adopted in 2010, and updated in 2011 and 2015. The following policies are relevant to the project:</p>

Plan Title	Policy/Summary
<p>Conservation (2010, 2011, 2015)</p>	<p>Conservation and Open Space Element</p> <ul style="list-style-type: none"> <li>▪ C/OS 2.1: Aesthetic and Habitat Values -- Public Creeks. Preserve and enhance the aesthetic and habitat values of San Mateo, Laurel and Beresford creeks and other City-owned channels in all activities affecting these creeks.</li> <li>▪ C/OS 6.1: Tree Preservation. Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.</li> <li>▪ C/OS 6.2: Replacement Planting. Require significant replacement planting when the removal of heritage trees is permitted.</li> <li>▪ C/OS 6.3: New Development Requirements. Require the protection of heritage trees during construction activity; require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree.</li> <li>▪ C/OS 6.4: Tree and Stand Retention. Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.</li> <li>▪ C/OS 6.6: New Development Street Trees. Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan, El Camino Real Master Plan, or Hillsdale Station Area Plan, as applicable.</li> <li>▪ C/OS 6.7: Street Tree Planting. Encourage the planting of new street trees throughout the City and especially in gateway areas such as Third Avenue, Fourth Avenue, El Camino Real (SR 82), Hillsdale Boulevard, and 42nd Avenue; encourage neighborhood participation in tree planting programs; explore non-City funded tree planting programs.</li> <li>▪ C/OS 9.2: Enhancement of Gateways. Enhance all City gateways. In particular, create a gateway statement at Third Avenue/US 101, J. Hart Clinton Drive at the Foster City limit, El Camino Real (SR 82) at Peninsula Avenue and 42nd Avenue, SR 92 at El Camino Real (SR 82), and Hillsdale Boulevard. (Note: Related Urban Design Policy UD-1.3.)</li> </ul> <p>Circulation Element</p> <ul style="list-style-type: none"> <li>▪ C 3.3: Hayward Park Station. Improve pedestrian and vehicular access to the station. Redevelop the surrounding area with mixed-use and transit-oriented development.</li> <li>▪ C 3.4: Hillsdale Station. In conjunction with Caltrain, relocate the Hillsdale Station northward to a new location in the vicinity of between 28th Avenue and 31st Avenue, allow parking lot expansion and new parking garages, improve vehicular circulation and pedestrian access, and facilitate direct on-site bus/train transfer. Establish a circulation system for Hillsdale Station that will safely meet the needs of the station as a major transit hub and heart of a transit village, and will efficiently accommodate the many modes of transit it will serve. Also, incorporate the concepts of transit-oriented development into the designs of the areas surrounding the station such as mixed-use development, pedestrian friendly design, and a variety of housing within walking distance, consistent with the guidance of the City's Climate Action Plan. Use the Transit Center Program in the Hillsdale Station Area Plan as a starting point for station design. If necessary, consider the 31st Avenue Alternative Program, which makes use of a more limited number of parcels for the first stage of development and is found in Appendix B to the Hillsdale Station Area Plan.</li> <li>▪ C 3.5: Grade Separation of Rail Line. Promote the elimination of existing at grade crossings to improve local circulation and safety.</li> <li>▪ C 3.6: Below Grade Rail Line. Depress the rail line through the downtown with street crossings remaining at grade as Caltrain service is increased and high speed rail through the corridor is implemented. Depressing the rail line in downtown should include examination of a tunnel alternative and potential use of air rights.</li> </ul>

Plan Title	Policy/Summary
	<ul style="list-style-type: none"> <li>▪ C 3.7: San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan). Improve east-west access via new grade-separated rail crossings at 28th and 31st Avenues.</li> </ul> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ LU 3.2: Significant Historic Structures. Protect key landmarks, historic structures, and the historic character that exists in parts of downtown as defined in the Conservation/Open Space Element.</li> <li>▪ Goal 3.b: Promote residential land uses and the visual improvement of El Camino Real.</li> </ul> <p>Noise Element</p> <ul style="list-style-type: none"> <li>▪ N 2.5: Railroad Noise. Promote the installation of noise barriers along the railroad corridor where “noise-sensitive” land uses are adversely impacted by unacceptable noise levels [60 dB (Ldn) or greater]. Promote adequate noise mitigation to be incorporated into any rail service expansion or track realignment. Study the need of depressing the rail line to eliminate at-grade crossings or other mitigation measures to decrease noise levels prior to substantial expansion of the rail service.</li> </ul> <p>Urban Design</p> <ul style="list-style-type: none"> <li>▪ UD 1.1: Focal Points. Emphasize and improve established focal points identified as the Downtown, Hillsdale Station Area, including the Caltrain Station and the Hillsdale Shopping Center, Bridgepointe, Hayward Park Caltrain Station and adjacent office development areas, the intersections of US 101 and SR 92 and SR 92 and El Camino Real (SR 82), and the SR92 corridor. Encourage focal points by emphasizing a particular use, or feature, or through entry or landscape treatments. Focal points should be discouraged at inappropriate locations.</li> <li>▪ UD 1.3: Gateways. Develop gateways by creating strong architectural or landscape features exhibiting the character of San Mateo at the following locations: entrances to the Downtown, the north and south ends of El Camino Real (SR 82), US 101 and Third Avenue, US 101 and Hillsdale Boulevard, and Mariner’s Island Boulevard and J. Hart Clinton Drive at the border of Foster City.</li> <li>▪ UD 1.8: Railroad Corridor. Improve the railroad corridor to create a positive City image as identified in the San Mateo Rail Corridor Transit-Oriented Development Plan. Develop design guidelines that address views, landscaping, screening, and treatment of buildings along the corridor and community identity of train stations. Encourage the maximum potential of Hillsdale Caltrain Station as major transit hub through implementation of the Hillsdale Station Area Plan. Encourage development around the Hayward Park Station that maximizes its potential as a local transit hub. Ensure that the new design of the Hillsdale and Hayward Park Caltrain Stations contribute to the character of the surrounding neighborhoods while respecting their regional and local context and that they have strong civic identity.</li> </ul>
<b>City of Belmont</b>	
<p><i>City of Belmont General Plan (2017)</i></p>	<p>The City of Belmont 2035 <i>General Plan</i> (adopted in 2017) establishes the following goals and policies related to aesthetics and visual quality that are applicable to the project:</p> <p>Land Use Element</p> <ul style="list-style-type: none"> <li>▪ Policy 2.4-2: Maintain adequate and reasonable tree protection and removal standards and best management practices, implemented by the City’s Tree Ordinance.</li> <li>▪ Policy 2.13-5: Minimize light and glare from new development.</li> </ul> <p>Conservation Element</p> <ul style="list-style-type: none"> <li>▪ Policy 5.3-6: Avoid light pollution and unnecessary glare by requiring development projects to use design features and shielding methods that cast outdoor light downward</li> </ul>

Plan Title	Policy/Summary
	<p>and minimize glare and to install the minimum amount of outdoor lighting necessary for safety and security.</p> <ul style="list-style-type: none"> <li>▪ Policy 5.3-9: Promote the healthy growth of trees and control the removal of trees within the city.</li> </ul>
<b>City of San Carlos</b>	
<i>City of San Carlos General Plan (2009)</i>	<p>The San Carlos General Plan, adopted in 2009, establishes the following policies and guidelines relevant to the project:</p> <p>Land Use Element</p> <ul style="list-style-type: none"> <li>▪ Policy LU-2.2: Strive to maintain the character of the historic Downtown core, which is centered at the 1100 and 1200 blocks of San Carlos Avenue and the 600, 700, and 800 blocks of Laurel Street.</li> <li>▪ Policy LU-2.3: Encourage development that respects the character of the historic Downtown core.</li> <li>▪ Policy LU-8.1: Require all development to feature high quality design that enhances the visual character of San Carlos.</li> <li>▪ Policy LU-8.2: Ensure that new development is sensitive to the character of adjacent structures and the immediate neighborhood.</li> <li>▪ Policy LU-8.3: Encourage design features and amenities in new development and redevelopment, including, but not limited to:             <ol style="list-style-type: none"> <li>a. Interconnected street layout.</li> <li>b. Clustering of buildings.</li> <li>c. Landscaping on each lot.</li> <li>d. Visual buffers.</li> <li>e. Facilitation of pedestrian activity.</li> <li>f. Distinctiveness and variety in architectural design.</li> </ol> </li> <li>▪ Policy LU-8.4: Promote pedestrian-scaled design through site planning, building design, finish details and landscaping for all types of development by requiring height and locational transitions between buildings of varied levels that are sensitive to the interrelationships of surrounding uses and structures, especially residential.</li> <li>▪ Policy LU-8.21: Maintain railroad corridor development and design guidelines unless an action conflicts with other parts of the General Plan.</li> <li>▪ Policy LU-11.1: Require high quality design for buildings at visually significant locations in gateway areas.</li> <li>▪ Policy LU-11.2: Encourage design features, such as landscaping, art, and displays in gateway areas that are welcoming, attractive, and contribute to a unique sense of place.</li> <li>▪ Policy LU-11.3: Encourage distinctive architectural features, such as tower elements or a plaza at building entry, for buildings located at visually significant locations within gateway areas.</li> <li>▪ Policy LU-11.4: Ensure that building placement, frontage treatments, and landscaping enhance the pedestrian experience and increase accessibility within gateway areas.</li> <li>▪ Policy LU-11.6: Discourage the use of sound walls within gateway areas. If sound walls cannot be avoided, ensure that soundwalls are designed to be attractive and well landscaped.</li> <li>▪ Policy LU-11.12: Develop welcoming gateway areas that emphasize the unique qualities of San Carlos.</li> <li>▪ Policy LU-12.8: Retain the exterior architectural character and setting of the Historical San Carlos Depot and San Carlos Museum (former San Carlos Fire House).</li> </ul>

Plan Title	Policy/Summary
<b>City of Redwood City</b>	
<p><i>City of Redwood City General Plan (2010)</i></p>	<p>The Redwood City General plan was adopted in October 2010 and outlines the goals, policies, and programs for the city. The following goals and policies are relevant to the project:</p> <p>Natural Resources</p> <ul style="list-style-type: none"> <li>▪ Policy NR-5.7: Preserve and protect riparian vegetation including non - native vegetation that functions to shade the creek and provide wildlife habitat.</li> <li>▪ Policy NR-7.3: Promote continued maintenance, restoration, and daylighting of creeks in Redwood City through ecologically enhancing methods and any future enhancement ordinance.</li> <li>▪ Policy NR-9.1: Preserve, maintain, and expand the number of trees in Redwood City's urban forest, on both public and private property.</li> <li>▪ Policy NR-9.2: Require new trees to be planted and/or plant new trees in sufficient number, as identified on a site by site basis, on sites designated as sensitive receptors (i.e. schools or hospitals) that are in close proximity to industry, heavily traveled freeways and roads, and other similar pollution sources in order to mitigate air pollution.</li> <li>▪ Policy NR-9.3: Select appropriate trees for Redwood City, focusing especially on native and landmark tree types.</li> </ul> <p>Built Environment</p> <ul style="list-style-type: none"> <li>▪ Policy BE-1.1: Maintain and enhance the beneficial and unique character of the different neighborhoods, corridors, and centers, and open spaces that define Redwood City.</li> <li>▪ Policy BE-1.3: Provide attractive entrance designs at city gateways that welcome visitors and promote memorable characteristics of Redwood City.</li> <li>▪ Policy BE-3.1: Provide high - quality public streetscapes in all neighborhoods, particularly in locations where new investment in historic property renovation and infill development are desired.</li> <li>▪ Policy BE-16.2: (concerns Broadway) Prepare and implement a streetscape plan to create a stronger entrance into Downtown and to integrate the diverse size and scale of the commercial and mixed - use activities.</li> </ul> <p>Circulation</p> <ul style="list-style-type: none"> <li>▪ Policy BE-25.5: Continue to implement Pedestrian Enhanced Designs (PEDs), especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public right - of - way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.</li> <li>▪ Policy BE-26.9: Use portions of railroad and utility rights - of - way for use as exclusive or shared bicycle, electric bicycle/scooter, and pedestrian facilities, as feasible.</li> <li>▪ Policy BE-28.2: Support attractive and pedestrian - friendly railroad track grade - separated crossings and other appropriate measures to mitigate potential noise, air pollution, safety, and traffic impacts of increased Caltrain service and new high - speed rail service.</li> </ul> <p>Historic Resources</p> <ul style="list-style-type: none"> <li>▪ Policy BE-37.2: Preserve historic landmark structures, landscapes (including trees), trails, and sites that serve additional community needs, such as recreational open space and/or cultural needs.</li> <li>▪ Policy BE-37.7: Strive for compatibility with existing historic resources when planning for infrastructure improvements, restorations, new construction, alterations, or similar projects in designated historic districts.</li> </ul>

Plan Title	Policy/Summary
	<ul style="list-style-type: none"> <li>▪ Policy BE-39.3: Ensure that infrastructure, streetscape, signage, and other improvements and amenities respect the historic character of Downtown.</li> </ul> <p>Infrastructure</p> <ul style="list-style-type: none"> <li>▪ Policy BE-44.3: Permit new freestanding telecommunications towers only when there are no feasible alternatives.</li> </ul>
<b>Town of Atherton</b>	
<p><i>Atherton General Plan (2020)</i></p>	<p>The <i>Atherton General Plan</i>, updated in 2020, identifies goals, objectives, and policies to guide development in the Town of Atherton. The following policies are relevant to the project:</p> <p>Circulation Element</p> <ul style="list-style-type: none"> <li>▪ Policy CIR-1.9: All streets and highways in the Town of Atherton shall be preserved as scenic routes.</li> <li>▪ Policy CIR-1.14: Street lights and signs shall be kept to a minimum.</li> <li>▪ Policy CIR-5.5: The Town seeks to minimize, to the greatest extent possible, the environmental impact of transit and rail facilities on the semi-rural and open space features of the community.</li> </ul> <p>Open Space and Conservation Element</p> <ul style="list-style-type: none"> <li>▪ Policy OSC-1.1: The Town shall endeavor to protect scenic resources, significant stands of natural vegetation, wildlife habitat, public safety and significant archaeological resources, both publicly and privately held.</li> </ul>
<b>City of Menlo Park</b>	
<p><i>City of Menlo Park General Plan, Open Space/Conservation, Noise and Safety Elements (2013)</i></p>	<p>The City of Menlo Park adopted the Open Space/Conservation, Noise and Safety Elements of the Connect Menlo Park General Plan in May 2013. The following noise-related goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy OSC 1.14: Protection of Conservation and Scenic Areas. Protect conservation and scenic areas from deterioration or destruction by vandalism, private actions or public actions.</li> <li>▪ Policy OSC 1.15: Heritage Trees. Protect Heritage Trees, including during construction activities through enforcement of the Heritage Tree Ordinance (Chapter 13.24 of the Municipal Code).</li> <li>▪ Policy OSC 1.16: Visual Amenities in Public Improvements. Require that all public improvements to facilities, such as streets, civic structures and major municipal projects, recognize the need for visual amenities such as landscaping, public plazas, public art, and pedestrian and bicycle access.</li> <li>▪ Policy OSC 3.1: Prehistoric or Historic Cultural Resources Investigation and Preservation. Preserve historical and cultural resources to the maximum extent practical.</li> <li>▪ Noise Element</li> <li>▪ Policy N 1.6: Noise Reduction Measures. Encourage the use of construction methods, state-of-the-art noise abating materials and technology and creative site design including, but not limited to, open space, earthen berms, parking, accessory buildings, and landscaping to buffer new and existing development from noise and to reduce potential conflicts between ambient noise levels and noise-sensitive land uses. Use sound walls only when other methods are not practical or when recommended by an acoustical expert.</li> </ul>

Plan Title	Policy/Summary
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>The Santa Clara County General Plan was adopted in 1994. The general plan includes the following strategies, policies, and implementation recommendations relevant to aesthetics and visual quality:</p> <p>Transportation</p> <ul style="list-style-type: none"> <li>▪ C-TR(i) 29: Build attractive transit facilities, including passenger waiting shelters and major transfer facilities</li> </ul> <p>Parks and Recreation</p> <ul style="list-style-type: none"> <li>▪ C-PR 4: Public lands should preserve visually significant open space.</li> <li>▪ C-PR 34: Designate and protect eligible roadways as local or state scenic highways.</li> <li>▪ C-PR 35: Designate a system of scenic roads linking the urban area with the rural and open space areas.</li> <li>▪ C-PR (i) 22: Designate as scenic highways roads warranting scenic highway status in the County's General Plan.</li> <li>▪ C-PR (i) 23: Seek city scenic highway designations for those freeways and expressways designated in the County's General Plan as scenic highways.</li> <li>▪ C-PR 37: The natural scenery along many of Santa Clara County's highways should be protected from land uses and other activities which would diminish its aesthetic beauty.</li> <li>▪ C-PR 38: Land use should be controlled along scenic roads so as to relate to the location and functions of these roads and should be subject to design review and conditions to assure the scenic quality of the corridor.</li> <li>▪ C-PR 43: Locate new structures where they will not have a negative impact on the scenic quality of the area. In rural areas they should generally be set back at least 100 feet from scenic roads and highways to minimize their visual impact.</li> <li>▪ C-PR 45: Screen from view activities along scenic highways that are of a substantially unsightly nature, such as equipment storage or maintenance, fuel tanks, refuse storage or processing and service yards.</li> </ul> <p>Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ C-RC 1: Natural and heritage resources shall be protected and conserved for their ecological, functional, economic, aesthetic, and recreational values.</li> <li>▪ C-RC 27: Habitat types and biodiversity within Santa Clara County and the region should be maintained and enhanced for their ecological, functional, aesthetic, and recreational importance.</li> <li>▪ C-RC 57: The scenic and aesthetic qualities of both the natural and built environments should be preserved and enhanced for their importance to the overall quality of life for Santa Clara County.</li> <li>▪ C-RC 58: The general approach to scenic resource preservation on a countywide basis should include: conserving scenic natural resources through long range, inter-jurisdictional growth management and open space planning; minimizing development impacts on highly significant scenic resources; and maintaining and enhancing scenic urban settings, such as parks and open space, civic places, and major public common areas.</li> <li>▪ C-RC 60: Hillsides, ridgelines, scenic transportation corridors, major county entryways, and other areas designated as being of special scenic significance should receive additional consideration and protections due to their prominence, visibility, or symbolic value.</li> <li>▪ C-RC 61: Public and private development and infrastructure located in areas of special scenic significance should not create major, lasting adverse visual impacts.</li> </ul>

Plan Title	Policy/Summary
	<ul style="list-style-type: none"> <li>▪ C-RC 62: Urban parks and open spaces, civic places, and public commons areas should be designed, developed, and maintained such that the aesthetic qualities of urban settings are preserved and urban livability is enhanced. Natural resource features and functions within the urban environment should also be enhanced.</li> </ul> <p>Health and Safety</p> <ul style="list-style-type: none"> <li>▪ C-HS(i) 28: Incorporate acoustic site planning into the design of new development through measures such as: separation of noise sensitive buildings from noise generating sources; use of topography and intervening structures to shield noise sensitive land uses; and adequate sound proofing within receiving structures.</li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan (2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan</i> (adopted in 2017) identifies goals, policies, and programs that shape growth in Palo Alto. This partial list includes the elements most relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Land Use and Community Design Element</li> <li>▪ Policy L-9.7: Strengthen the identity of important community-wide gateways, including the entrances to the City at Highway 101, El Camino Real and Middlefield Road; the Caltrain stations; entries to commercial districts; Embarcadero Road at El Camino Real and between Palo Alto and Stanford.</li> <li>▪ Natural Element</li> <li>▪ Policy N-2.1: Recognize the importance of the urban forest as a vital part of the city” natural and green infrastructure network that contributes to public health, resiliency, habitat values, appreciation of natural systems, and an attractive visual character which must be protected and enhanced.</li> <li>▪ Policy N-2.3: Enhance the ecological resilience of the urban forest by increasing and diversifying native species in the public right-of-way, protecting the health of soils and understory vegetation, encouraging property owners to do the same and discouraging the planting of invasive species.</li> <li>▪ Policy N-2.10: Preserve and protect Regulated Trees, such as native oaks and other significant trees, on public and private property, including landscape trees approved as part of a development review process and consider strategies for expanding tree protection in Palo Alto.</li> <li>▪ Policy N-3.8: Work with the SCVWD, San Francisquito Creek Joint Powers Authority (JPA) and other relevant regional and non-governmental agencies to enhance riparian corridors, provide compatible low-impact recreation and ensure adequate flood control.</li> </ul>
<b>City of Mountain View</b>	
<p><i>Mountain View 2030 General Plan (2012)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in 2012. The goals and policies relevant to the project include the following:</p> <p>Land Use and Design</p> <ul style="list-style-type: none"> <li>▪ Policy LUD 7.7: California High-Speed Rail. Participate with the California High-Speed Rail Authority in planning any high-speed rail service to address urban design, traffic and circulation, historic resources and economic impacts Downtown.</li> <li>▪ Policy LUD 9.5: View preservation. Preserve significant views throughout the community.</li> <li>▪ Policy LUD 9.6: Light and glare. Minimize light and glare from new development.</li> <li>▪ Policy LUD 10.7: Beneficial landscaping options. Promote landscaping options that conserve water, support the natural environment and provide shade and food.</li> <li>▪ Policy LUD 23.1: (Moffett Boulevard) Enhanced public street. Support an enhanced public street, including a gateway feature that links the area to Downtown.</li> </ul> <p>Mobility</p>



Plan Title	Policy/Summary
	<ul style="list-style-type: none"> <li>▪ Policy MOB 5.2: California High-Speed Rail. Actively participate with the California High-Speed Rail Authority in planning any future high-speed rail service to address urban design, traffic, noise and compatibility issues.</li> </ul> <p>Infrastructure and Conservation</p> <ul style="list-style-type: none"> <li>▪ Policy INC 3.5: Underground Utility Lines. Fund and execute efforts and programs to place overhead utility lines underground, including programs administered by other organizations.</li> <li>▪ Policy INC 5.5: Landscape efficiency. Promote water-efficient landscaping including drought-tolerant and native plants, along with efficient irrigation techniques.</li> </ul> <p>Parks, Open Space, and Community Facilities</p> <ul style="list-style-type: none"> <li>▪ Policy POS 12.1: Heritage trees. Protect trees as an ecological and biological resource.</li> <li>▪ Policy POS 12.2: Urban tree canopy. Increase tree canopy coverage to expand shaded areas, enhance aesthetics and help reduce greenhouse gases.</li> <li>▪ Policy POS 12.3: Planter strip. Require tree planter strips to be wide enough to support healthy trees and well-maintained public infrastructure.</li> <li>▪ Policy POS 12.4 Drought-tolerant landscaping. Increase water-efficient, drought-tolerant and native landscaping where appropriate on public and private property.</li> <li>▪ Policy POS 12.5: Salt-tolerant vegetation. Promote the use of salt-tolerant vegetation that can use recycled water.</li> <li>▪ Policy POS 13.3: Edible landscaping. Encourage edible landscaping plans for public and private developments.</li> </ul> <p>Noise</p> <ul style="list-style-type: none"> <li>▪ Policy NO 1.4: Site planning. Use site planning and project design strategies to achieve the noise level standards in NOI 1.1 (Land use compatibility) and in NOI 1.2 (Noise-sensitive land uses). The use of noise barriers shall be considered after all practical design-related noise measures have been integrated into the project design.</li> </ul>

City of Sunnyvale	
<p><i>Sunnyvale General Plan, Community and Character Element; Land Use and Transportation Element (2011, 2017)</i></p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011. The Land Use and Transportation Element was amended in April 2017. The following goals and policies are relevant to the project:</p> <p>Land Use and Transportation Element</p> <ul style="list-style-type: none"> <li>▪ Policy LT-2.5 Recognize the value of protected trees and heritage landmark trees (as defined in City ordinances) to the legacy, character, and livability of the community by expanding the designation and protection of large signature and native trees on private property and in City parks.</li> <li>▪ Community Character Element</li> <li>▪ Policy CC-1.1 Identify the boundaries of the City with attractive and distinctive features.</li> <li>▪ Policy CC-2.2 Minimize elements which clutter the roadway and look unattractive.</li> <li>▪ Policy CC-4.3 Work with outside government agencies to achieve attractive public and quasi-public facilities consistent with the quality of development in Sunnyvale.</li> <li>▪ Policy CC-5.1 Preserve existing landmarks and cultural resources and their environmental settings.</li> <li>▪ Policy CC-5.2 (Enhance the visual character of the City by preserving diverse as well as harmonious architectural styles, respecting various phases of the City's historical development and the cultural traditions of past and present residents.</li> </ul>

Plan Title	Policy/Summary
<p><b>City of Santa Clara</b></p>	<p>The <i>City of Santa Clara 2010–2035 General Plan</i> was adopted in November 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ General Land Use Policies</li> <li>▪ 5.3.1-P1: Preserve the unique character and identity of neighborhoods through community-initiated neighborhood planning and design elements incorporated in new development.</li> <li>▪ 5.3.1-P3: Support high quality design consistent with adopted design guidelines and the City’s architectural review process.</li> <li>▪ 5.3.1-P10: Provide opportunities for increased landscaping and trees in the community, including requirements for new development to provide street trees and a minimum 2:1 on- or off site replacement for trees removed as part of the proposal to help increase the urban forest and minimize the heat island effect.</li> <li>▪ 5.3.1-P24: Coordinate sign programs for commercial uses to promote continuity, improve streetscape design, and reduce visual clutter.</li> <li>▪ 5.3.1-P27: Encourage screening of above-ground utility equipment to minimize visual impacts.</li> <li>▪ 5.3.1-P28: Encourage undergrounding of new utility lines and utility equipment throughout the City.</li> <li>▪ El Camino Real Focus Area Goals and Policies</li> <li>▪ 5.4.1-P14: Encourage public art, special signage, banners, and landscaping throughout the Focus Area, including features that would connect the corridor with Downtown.</li> <li>▪ Santa Clara Station Focus Area Goals and Policies</li> <li>▪ 5.4.3-P9: Encourage streetscape design with street trees, wider sidewalks, pedestrian-oriented lighting, curb bulb-outs and special paving and striping within the Focus Area to emphasize accessibility.</li> <li>▪ Historic Preservation Goals and Policies</li> <li>▪ 5.6.1-G1: Preservation of historic resources and neighborhoods.</li> <li>▪ 5.6.1-P3: Protect historic resources from demolition, inappropriate alterations, and incompatible development.</li> <li>▪ Rail and Freight Goals and Policies</li> <li>▪ 5.8.7-G2: Neighborhoods protected from negative effects associated with rail and freight services.</li> <li>▪ Conservation Goals and Policies</li> <li>▪ 5.10.1-G2: Conservation and restoration of riparian vegetation and habitat.</li> <li>▪ 5.10.1-P4: Protect all healthy cedars, redwoods, oaks, olives, bay laurel, and pepper trees of any size, and all other trees over 36 inches in circumference measured from 48 inches above-grade on private and public property as well as in the public right-of-way.</li> <li>▪ 5.10.1-P5: Encourage enhancement of land adjacent to creeks in order to foster the reinstatement of natural riparian corridors where possible.</li> <li>▪ 5.10.1-P12: Encourage property owners and landscapers to use native plants and wildlife-compatible non-native plants when feasible.</li> <li>▪ 5.10.4-P7: Require installation of native and low-water-consumption plant species when landscaping new development and public spaces to reduce water usage.</li> <li>▪ 5.10.4-P8: Require all new development within a reasonable distance of existing or proposed recycled water distribution systems to connect to the system for landscape irrigation.</li> </ul>

Plan Title	Policy/Summary
<p><b>City of San Jose</b></p>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p><b>Arts and Culture</b></p> <ul style="list-style-type: none"> <li>▪ AC-2.1: High Impact Public Art. Site public art in key locations. Prioritize innovative public art in three regional destination areas: Downtown, North San José, and the Mineta San José International Airport. Place public art at transportation hubs: pedestrian, bike, and transit improvements in pedestrian priority areas; encourage the inclusion of public art at VTA and BART stations, including Diridon Station; and integrate a broad range of art projects into the trail network to connect neighborhoods and bring people closer to nature. Integrate public art into bond-funded park, library, community facility, and public safety projects. Cultivate community-based art projects that support neighborhood revitalization goals.</li> </ul> <p><b>Measurable Environmental Sustainability</b></p> <ul style="list-style-type: none"> <li>▪ MS-21.5: As part of the development review process, preserve protected trees (as defined by the Municipal Code), and other significant trees. Avoid any adverse effects on the health and longevity of protected or other significant trees through appropriate design measures and construction practices. Special priority should be given to the preservation of native oaks and native sycamores. When tree preservation is not feasible, include appropriate tree replacement, both in number and spread of canopy.</li> <li>▪ MS-21.6: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies, or guidelines.</li> <li>▪ MS-21.7: Manage infrastructure to ensure that the placement and maintenance of street trees, streetlights, signs, and other infrastructure assets are integrated. Give priority to tree placement in designing or modifying streets.</li> <li>▪ MS-21.8: For Capital Improvement Plan or other public development projects, or through the entitlement process for private development projects, require landscaping including the selection and planting of new trees to achieve the following goals: avoid conflicts with nearby power lines; avoid potential conflicts between tree roots and developed areas; avoid use of invasive, non-native trees; remove existing invasive, non-native trees; incorporate native trees into urban plantings in order to provide food and cover for native wildlife species; and plant native oak trees and native sycamores on sites which have adequately sized landscape areas and which historically supported these species.</li> <li>▪ MS-21.9: Where urban development occurs adjacent to natural plant communities (e.g., oak woodland, riparian forest), landscape plantings shall incorporate tree species native to the area and propagated from local sources (generally from within 5–10 miles and preferably from within the same watershed).</li> </ul> <p><b>Environmental Resources</b></p> <ul style="list-style-type: none"> <li>▪ ER-2.2: Ensure that a 100-foot setback from riparian habitat is the standard to be achieved in all but a limited number of instances, only where no significant environmental impacts would occur.</li> <li>▪ ER-2.3: Design new development to protect adjacent riparian corridors from encroachment of lighting, exotic landscaping, noise, and toxic substances into the riparian zone.</li> <li>▪ ER-6.3: Employ low-glare lighting in areas developed adjacent to natural areas, including riparian woodlands. Any high-intensity lighting used near natural areas will be placed as close to the ground as possible and directed downward or away from natural areas.</li> <li>▪ ER-6.4: Site public facilities such as ballparks and fields that require high-intensity night lighting at least 0.5 mile from sensitive habitats to minimize light pollution, unless it can be demonstrated that lighting systems will not substantially increase lighting within natural areas (e.g., due to screening topography or vegetation).</li> </ul>

Plan Title	Policy/Summary
	<p data-bbox="435 237 813 264">Environmental Considerations/Hazards</p> <ul data-bbox="435 275 1300 365" style="list-style-type: none"> <li data-bbox="435 275 1300 365">▪ EC-1.5: Encourage the State Department of Transportation and County transportation agencies to provide visually pleasing sound attenuation devices on all new and existing freeways and expressways.</li> </ul> <p data-bbox="435 375 565 403">Infrastructure</p> <ul data-bbox="435 413 1308 699" style="list-style-type: none"> <li data-bbox="435 413 1308 533">▪ IN-1.9: Design new public and private utility facilities to be safe, aesthetically pleasing, compatible with adjacent uses, and consistent with the Envision General Plan goals and policies for fiscal sustainability, environmental leadership, an innovative economy, and quality neighborhoods.</li> <li data-bbox="435 543 1308 634">▪ IN-1.10: Require undergrounding of all new publicly owned utility lines. Encourage undergrounding of all privately owned utility lines in new developments. Work with electricity and telecommunications providers to underground existing overhead lines.</li> <li data-bbox="435 644 1308 699">▪ IN-1.11: Locate and design utilities to avoid or minimize impacts to environmentally sensitive areas and habitats.</li> </ul> <p data-bbox="435 709 659 737">Vibrant Neighborhoods</p> <ul data-bbox="435 747 1300 837" style="list-style-type: none"> <li data-bbox="435 747 1300 837">▪ VN-1.9: Cluster parking, make use of shared parking facilities, and minimize the visual impact of surface parking lots to the degree possible to promote pedestrian and bicycle activity and to improve the City's aesthetic environment.</li> </ul> <p data-bbox="435 848 618 875">Community Design</p> <ul data-bbox="435 886 1317 1850" style="list-style-type: none"> <li data-bbox="435 886 1317 1005">▪ CD-1.13: Use design review to encourage creative, high-quality, innovative, and distinctive architecture that helps to create unique, vibrant places that are both desirable urban places to live, work, and play and that lead to competitive advantages over other regions.</li> <li data-bbox="435 1016 1317 1071">▪ CD-1.14: Use the Urban Village Planning process to establish standards for their architecture, height, and massing.</li> <li data-bbox="435 1081 1317 1264">▪ CD-1.17: Minimize the footprint and visibility of parking areas. Where parking areas are necessary, provide aesthetically pleasing and visually interesting parking garages with clearly identified pedestrian entrances and walkways. Encourage designs that encapsulate parking facilities behind active building space or screen parked vehicles from view from the public realm. Ensure that garage lighting does not impact adjacent uses, and to the extent feasible, avoid impacts of headlights on adjacent land uses.</li> <li data-bbox="435 1274 1317 1394">▪ CD-1.19: Encourage the location of new and relocation of existing utility structures into underground vaults or within structures to minimize their visibility and reduce their potential to detract from pedestrian activity. When above-ground or outside placement is necessary, screen utilities with art or landscaping.</li> <li data-bbox="435 1404 1317 1556">▪ CD-1.23: Further the Community Forest Goals and Policies in this Plan by requiring new development to plant and maintain trees at appropriate locations on private property and along public street frontages. Use trees to help soften the appearance of the built environment, help provide transitions between land uses, and shade pedestrian and bicycle areas.</li> <li data-bbox="435 1566 1317 1717">▪ CD-1.24: Within new development projects, include preservation of ordinance-sized and other significant trees, particularly natives. Avoid any adverse effect on the health and longevity of such trees through design measures, construction, and best maintenance practices. When tree preservation is not feasible, include replacements or alternative mitigation measures in the project to maintain and enhance our Community Forest.</li> <li data-bbox="435 1728 1317 1782">▪ CD-1.26: Apply the Historic Preservation Goals and Policies of this Plan to proposals that modify historic resources or include development near historic resources.</li> <li data-bbox="435 1793 1317 1850">▪ CD-4.6: Support cohesive and architecturally distinctive urban development along Grand Boulevards, and include such design elements as enhanced landscaping; attractive</li> </ul>

Plan Title	Policy/Summary
	<p>lighting; wide, comfortable sidewalks; area identification banners; and harmonious building scale features.</p> <ul style="list-style-type: none"> <li>▪ CD-4.11: Accomplish sound attenuation for development along City streets through the use of setbacks and building design rather than sound attenuation walls. When sound attenuation walls are located adjacent to expressways, freeways, or railroad lines, landscaping, public art, or an aesthetically pleasing and visually interesting design should be used to minimize visual impacts.</li> <li>▪ CD-5.5: Include design elements during the development review process that address security, aesthetics, and safety. Safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum standards for vehicular and pedestrian facilities and other standards set forth in local, state, and federal regulations.</li> <li>▪ CD-5.6: Design lighting locations and levels to enhance the public realm, promote safety and comfort, and create engaging public spaces. Seek to balance minimum energy use of outdoor lighting with goal of providing safe and pleasing well-lit spaces. Consider the City's outdoor lighting policies in development review processes.</li> <li>▪ CD-6.5: Promote iconic architecture and encourage and incorporate innovative, varied, and dynamic design features (e.g., appearance, function, sustainability aspects) into sites, buildings, art, streetscapes, landscapes, and signage to make Downtown visually exciting and to attract residents and visitors.</li> <li>▪ CD-6.8: Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian environment by creating visual interest, fostering active uses, and avoiding prominence of vehicular parking at the street level.</li> <li>▪ CD-6.12: Promote creative and experimental urban forms, activities and land uses that further the economic, fiscal, environmental, and social goals of this plan and reflect San José's culture of innovation.</li> <li>▪ CD-9.1: Ensure that development within the designated Rural Scenic Corridors is designed to preserve and enhance attractive natural and built vistas.</li> <li>▪ CD-9.3: Ensure that development along designated Rural Scenic Corridors preserves significant views of the Valley and mountains, especially in, or adjacent to, Coyote Valley, the Diablo Range, the Silver Creek Hills, the Santa Teresa Ridge, and the Santa Cruz Mountains.</li> <li>▪ CD-10.1: Recognize the importance of Gateways in shaping perceptions of San José.</li> <li>▪ CD-10.3: Require that development visible from freeways (including U.S.101, I-880, I-680, I-280, SR17, SR85, SR237, and SR87) be designed to preserve and enhance attractive natural and built vistas.</li> <li>▪ CD-10.5: Develop Gateway plans for Gateway locations identified in the Envision General Plan. Plans should include overall streetscape and private design guidelines, needed capital improvements, and long-term solutions for their maintenance.</li> </ul> <p>Land Use Policies</p> <ul style="list-style-type: none"> <li>▪ LU-14.3: Design new development, alterations, and rehabilitation/remodels in Conservation Areas to be compatible with the character of the Conservation Area. In particular, projects should respect character-defining elements of the area that give the area its identity. These defining characteristics could vary from area to area and could include density, scale, architectural consistency, architectural variety, landscape, etc.</li> <li>▪ LU-14.7: Ensure City public works projects (street lights, street tree planting, sidewalk design, etc.) promote, preserve, or enhance the historic character of Conservation Areas.</li> </ul>

Plan Title	Policy/Summary
	<ul style="list-style-type: none"> <li>▪ LU-14.8: Perform modifications to the exterior of any building or structure located in a Conservation Area in a manner consistent with any and all design guidelines approved or accepted by the City Council for the preservation of historic buildings or structures.</li> <li>▪ Transportation Policies</li> <li>▪ TR-4.3: Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.</li> <li>▪ TR-4.4: Work cooperatively with the California High-Speed Rail Authority to ensure that rail corridors within the city are planned and constructed in a manner that enhances the character of the surrounding neighborhoods.</li> <li>▪ TR-4.5: As appropriate, regularly coordinate with rail operators in San José on the following matters: maintenance of rail lines, landscaping, and easements; vehicle and pedestrian safety near at-grade rail crossings; electrification to increase the frequency of train service and reduce environmental impacts; separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level; establishment of timed transfers with other transit providers in the area; and analysis and mitigation of the potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line.</li> <li>▪ Implementation</li> <li>▪ IP-16.1: Other public agencies and utility companies should consider the Envision General Plan goals and policies and Land Use/Transportation Diagram in planning the delivery of services to San José residents and businesses.</li> <li>▪ IP-16.2: Where determination of consistency, compatibility, or conformance of any proposal with the Envision General plan depends on an exercise of discretion, such discretion is solely within the purview of the City of San Jose. Any agency proposing to apply the provisions of the Envision General plan to a proposal can seek a determination of such consistency, compatibility, or conformance by filling a written request with the Director of Planning or the City of San Jose.</li> </ul>

Sources: City and County of San Francisco 2004a, 2004b, 2018b; County of San Mateo 2013a; City of Brisbane 1994, 2020b; City of South San Francisco 1999; City of San Bruno 2009; City of Millbrae 1998; City of Burlingame 2015, 2019; City of San Jose 2018; City of San Mateo 2010a, 2011b, 2015a, 2015b, 2015c; City of Belmont 2017a; City of San Carlos 2009; City of Redwood City 2010; Town of Atherton 2020; City of Menlo Park 2013; County of Santa Clara 1994; City of Palo Alto 2017a; City of Mountain View 2012; City of Sunnyvale 2011, 2017; City of Santa Clara 2010

BART = Bay Area Rapid Transit  
 Caltrans = California Department of Transportation  
 dB = decibels  
 JPA = Joint Powers Authority  
 PED = Pedestrian Enhanced Designs  
 SCVWD = Santa Clara Valley Water District  
 SR = State Route

## Cultural Resources

**Table 15 Regional and Local Plans and Policies Relevant to Cultural Resources**

Plan and Policies	Summary
<b>San Francisco City and County</b>	
<p><i>San Francisco General Plan (2018)</i></p>	<p>The Board of Supervisors of the City and County of San Francisco approved and adopted the San Francisco General Plan in 1996, and a new Urban Design Element was adopted in 2018. The plan includes the following goals and policies related to cultural resources:</p> <p>Conservation</p> <p>Objective 2: Conservation of resources which provide a sense of nature, continuity with the past, and freedom from overcrowding.</p> <p>Fundamental Principles for Conservation</p> <ul style="list-style-type: none"> <li>▪ Principle 3. External details in building facades, entries, stairways, retaining walls and other features provide visual interest and enrichment and are consistent with the historic scale and texture of San Francisco. <ul style="list-style-type: none"> <li>A. Richly detailed facades enhance the character of the street by giving it greater visual variety. Such detail often reduces building facades and textures to a more human scale and makes the street a more pleasant place to be.</li> <li>B. Even blank walls may possess visual interest if they are textured and scaled.</li> </ul> </li> <li>▪ Principle 4. To conserve important design character in historic or distinctive older areas, some uniformity of detail, scale, proportion, texture, materials, color and building form is necessary.</li> <li>▪ Principle 5. Preservation of San Francisco's strong and continuous downtown street facades will insure maintenance of that area's distinctive character and spatial quality. A consistent commercial facade on neighborhood shopping streets will give definition to these areas and promote activity.</li> <li>▪ Principle 6. New construction can have a positive effect on the area around it if it reflects the character of adjacent older buildings of architectural merit.</li> <li>▪ Principle 8. Historic buildings represent crucial links with past events and architectural styles and, when preserved, afford educational, recreational, cultural and other benefits.</li> <li>▪ Principle 9. Historic buildings and grounds often provide necessary visual open space or passive recreation areas. Open space in the city can be supplemented by enhancing the semi-recreational functions of historic areas. Historic buildings and grounds open to the public can function as a recreational resource.</li> <li>▪ Principle 10. Preservation of some older, low and small-scaled buildings and grounds amidst larger building towers will help conserve unique cityscape character, maintain a sense of openness and green space, and produce a more livable environment.</li> <li>▪ Principle 15. Traditional street patterns and spaces can often be essential to maintaining an appropriate setting for historical and architectural landmarks or areas.</li> </ul> <p>Policies</p> <ul style="list-style-type: none"> <li>▪ Policy 2.4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.</li> <li>▪ Policy 2.6: Respect the character of older development nearby in the design of new buildings.</li> </ul>

Plan and Policies	Summary
<p>City and County of San Francisco Municipal Code</p>	<p>Article 10 of the San Francisco Planning Code focuses on the Preservation of Historical and Architectural Landmarks. The purpose of this legislation is to promote the health, safety and general welfare of the public through:</p> <ul style="list-style-type: none"> <li>a) The protection, enhancement, perpetuation and use of structures, sites and areas that are reminders of past eras, events and persons important in local, State or national history, or which provide significant examples of architectural styles of the past or are landmarks in the history of architecture, or which are unique and irreplaceable assets to the City and its neighborhoods, or which provide for this and future generations examples of the physical surroundings in which past generations lived.</li> <li>b) The development and maintenance of appropriate settings and environment for such structures, and in such sites and areas;</li> <li>c) The enhancement of property values, the stabilization of neighborhoods and areas of the City, the increase of economic and financial benefits to the City and its inhabitants, and the promotion of tourist trade and interest;</li> <li>d) The preservation and encouragement of a City of varied architectural styles, reflecting the distinct phases of its history: cultural, social, economic, political and architectural and;</li> <li>e) The enrichment of human life in its educational and cultural dimensions in order to serve spiritual as well as material needs, by fostering knowledge of the living heritage of the past.</li> </ul> <p>Focusing on San Francisco’s C-3 Districts, Article 11 of the Planning Code declares that the projection, enhancement and perpetuation of buildings and definable subareas of special architectural, historical, and aesthetic interest is necessary to promote the health, safety, prosperity and welfare of the people of the City. Accordingly, the purposes of this Article are:</p> <ul style="list-style-type: none"> <li>a) The protection, enhancement, and perpetuation of structures and subareas of special architectural, historical, and aesthetic character which contribute to the urban environment;</li> <li>b) The maintenance and improvement of a healthy economy for the City by enhancing both property values and the City’s attractiveness as a place to do business;</li> <li>c) The protection and improvement of the City’s attractiveness to tourists and other visitors, and the stimulus to business provided thereby;</li> <li>d) The enrichment of the educational, cultural, aesthetic and spiritual life of the inhabitants of the City by fostering knowledge of the heritage of the City’s past and retaining the quality of the City’s urban environment.</li> </ul>
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan Policies (2013)</i></p>	<p>The San Mateo County General Plan was adopted in 1986, and the policies were updated in 2013. The plan includes the following goals, policies, and actions related to cultural resources:</p> <p>Goals and Objectives</p> <p>5.1 Historic Resource Protection: Protect historic resources for their historic, cultural, social and educational values and the enjoyment of future generations.</p> <p>5.2 Rehabilitation of Historic Structures: Encourage the rehabilitation, preservation and use of historically significant structures.</p> <p>5.3 Protection of Archaeological/Paleontological Sites: Protect archaeological/paleontological sites from destruction in order to preserve and interpret them for future scientific research, and public educational programs.</p> <p>5.4 Historical Resources Inventory: Encourage the development of inventories of historical resources which have national, State and Countywide significance.</p>



Plan and Policies	Summary
	<p>General Policies</p> <p>5.11 Recognition of Historic Resources:</p> <ul style="list-style-type: none"> <li>a. Identify high priority resources in the comprehensive inventory and apply for their designation as State Point of Historic Interest, State Historical Landmark, or inclusion in the National Register of Historic Places.</li> <li>b. Establish historic districts for areas which include concentrations of historic resources found in the comprehensive inventory.</li> </ul> <p>5.12 Rehabilitation of Historic Structures: Encourage the rehabilitation and recycling of historic structures.</p> <p>5.13 Use of Innovative Techniques: Encourage the use of innovative techniques such as density transfer, facade easements, etc., to protect historic structures.</p> <p>5.14 Registration of Significant Archaeological/Paleontological Sites: Recommend State and/or national register status for significant archaeological/paleontological sites.</p> <p>Regulation of Development and Protection of Historical Resources</p> <p>5.15 Character of New Development:</p> <ul style="list-style-type: none"> <li>a. Encourage the preservation and protection of historic resources, districts and landmarks on sites which are proposed for new development.</li> <li>b. Ensure that new development in historic districts is compatible in bulk height, material and design with that of the historic character and qualities of the district.</li> <li>c. Encourage the use of the Secretary of the Interior's guidelines and standards for rehabilitation of historic structures by: (1) those undertaking the rehabilitation of historic structures, and (2) those responsible for the architectural review and permit approval.</li> </ul> <p>5.16 Demolition of Resources: Discourage the demolition of any designated historic district or landmark.</p> <p>Protection of Archaeological/Paleontological Resources</p> <p>5.20 Site Survey: Determine if sites proposed for new development contain archaeological/paleontological resources. Prior to approval of development for these sites, require that a mitigation plan, adequate to protect the resource and prepared by a qualified professional, be reviewed and implemented as a part of the project.</p> <p>5.21 Site Treatment</p> <ul style="list-style-type: none"> <li>a. Encourage the protection and preservation of archaeological sites.</li> <li>b. Temporarily suspend construction work when archaeological/paleontological sites are discovered. Establish procedures which allow for the timely investigation and/or excavation of such sites by qualified professionals as may be appropriate.</li> <li>c. Cooperate with institutions of higher learning and interested organizations to record, preserve, and excavate sites.</li> </ul> <p>Archaeological and Paleontological Resources</p> <p>5.25 Archaeological/Paleontological Resource Data Base: Maintain and update a comprehensive archaeological/paleontological data base.</p> <p>5.26 Discovering Unrecorded Archaeological/Paleontological Sites: Support comprehensive studies to discover unrecorded archaeological and paleontological sites, particularly in areas under pressure for development.</p>

Plan and Policies	Summary
San Mateo County Municipal Code	<p>The San Mateo County Municipal Code includes the following directions, goals, policies, and actions related to cultural resources:</p> <ul style="list-style-type: none"> <li>▪ 3.69.060(h): Protection of Historic Features. No person shall remove, injure, disfigure, deface or destroy any object of paleontological, archaeological, or historical interest or value at Tunitas Creek Beach or any hiking and riding trail thereto nor shall any person engage in any excavation for said objects without first receiving written permission from the Director, or his/her representatives.</li> <li>▪ 3.69.080(h): Protection of Historic Features. No person shall remove, injure, disfigure, deface or destroy any object of paleontological, archaeological, or historical interest or value in any County Park or Recreation area, or on the San Francisco Fish and Game Refuge, or hiking and riding trail nor shall any person engage in any excavation for said objects without first receiving written permission from the Director, or the General Manager and Chief Engineer, or their representatives, for the areas under their respective jurisdictions.</li> </ul>
<b>City of Brisbane</b>	
<i>City of Brisbane General Plan (1994)</i>	<p>The City of Brisbane adopted the <i>City of Brisbane General Plan</i> in 1994. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Conservation</p> <ul style="list-style-type: none"> <li>▪ Policy 136: Encourage the maintenance and rehabilitation of structures important to the history of Brisbane.</li> <li>▪ Policy 137: Conserve pre-historic resources in accordance with State and Federal requirements.</li> </ul>
<b>City of South San Francisco</b>	
<i>South San Francisco General Plan (2014)</i>	<p>The City of South San Francisco adopted the South San Francisco General Plan in 1999 and the Open Space and Conservation Element was updated in 2014. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Open Space and Conservation</p> <p>Guiding Policies: Historic and Cultural Resources</p> <ul style="list-style-type: none"> <li>▪ 7.5-G-1: Conserve historic, cultural, and archaeological resources for the aesthetic, educational, economic, and scientific contribution they make to South San Francisco's identity and quality of life.</li> <li>▪ 7.5-G-2 Encourage municipal and community awareness, appreciation, and support for South San Francisco's historic, cultural, and archaeological resources.</li> </ul> <p>Implementing Policies: Historic and Cultural Resources</p> <ul style="list-style-type: none"> <li>▪ 7.5-I-4 Ensure the protection of known archaeological resources in the city by requiring a records review for any development proposed areas of known resources. South San Francisco's known archaeological resources are located within areas undergoing development: Terrabay and the El Camino Real corridor. The East of 101 area, which is a likely location for new development, has the potential to contain additional resources due to the extensive marshlands that existed prior to landfill activities. Adequate policies and measures for protection of known and unknown archaeological resources that can supplement CEQA requirements may need to be incorporated into future plans and development activities.</li> <li>▪ 7.5-I-5 In accordance with State law, require the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are uncovered. CEQA requires the evaluation of any archaeological resource on the site of a development project. State law also protects these resources. City involvement in the identification, mitigation, and monitoring of project impacts on these resources will ensure the protection of South San Francisco's cultural heritage.</li> </ul>

Plan and Policies	Summary
<p>City of South San Francisco Municipal Code</p>	<p>Title 2, Administration, Chapter 2.56 of the City of South San Francisco Municipal Code addresses historical resources. The purpose of this section of the code is to promote the health, safety and general welfare of the citizens of the city of South San Francisco through:</p> <ol style="list-style-type: none"> <li>1) The identification, protection, enhancement, perpetuation and use of structures, sites and areas that are reminders of past eras, events and persons important to local, state or national history, or which provide significant examples of architectural styles of the past or are elements in the history of architecture or which are unique and irreplaceable assets to the city of South San Francisco and its neighborhoods, or which provide for this and future generations examples of the physical surroundings in which past generations lived.</li> <li>2) The development and maintenance of appropriate settings and environments for such structures, in such sites and areas.</li> <li>3) The enhancement of property values, the stabilization of neighborhoods and areas of the city, and the increase of economic and financial benefits to the city and its inhabitants.</li> <li>4) The preservation and encouragement of a city of varied architectural styles, reflecting the distinct phases of its history: cultural, social, economic, political and architectural.</li> <li>5) The enrichment of human life in its educational and cultural dimensions in order to serve spiritual as well as material needs by fostering knowledge of the living heritage of the past (Ord. 1440 § 2, 2011).</li> </ol>
<b>City of San Bruno</b>	
<p><i>San Bruno General Plan (2009)</i></p>	<p>The City of San Bruno adopted the <i>San Bruno General Plan</i> in 2009. The plan includes the following goals and policies related to cultural resources:</p> <p>Economic Development Policies – Historical and Cultural Resources</p> <ul style="list-style-type: none"> <li>▪ ED-21: Emphasize Downtown as San Bruno’s historic center, providing an identity and a sense of place for the entire city, by establishing a focused revitalization strategy. Initiatives of the Downtown Revitalization Strategy may include:             <ol style="list-style-type: none"> <li>a) Preservation and enhancement of historic structures contributing to the unique character of the Downtown.</li> </ol> </li> </ul> <p>Transportation – Coordination</p> <ul style="list-style-type: none"> <li>▪ T-82: Prohibit the encroachment of transportation facilities on irreplaceable resources, such as important open spaces, recreational areas, and historic sites.</li> </ul> <p>Environmental and Conservation Policies – Historical and Cultural Resources</p> <ul style="list-style-type: none"> <li>▪ ERC-35: Develop criteria for designation of local historic or cultural resources. Designation may not be based solely on the age of a resource, but rather special qualities, detailing, people, or events associated with it. Resources may also include special signage and/or landmarks known to city residents.</li> <li>▪ ERC-36: Preserve historic structures and resources during reuse and intensification within the city’s older neighborhoods.</li> <li>▪ ERC-39: Continue to protect archaeological sites and resources from damage. Require that areas found to contain significant indigenous artifacts be examined by a qualified archaeologist for recommendations concerning protection and preservation.</li> <li>▪ ERC-40: Ensure that new development adjacent to historic structures is compatible with the character of the structure and the surrounding neighborhood.</li> <li>▪ ERC-42: If demolition of a historical building is necessary for safety reasons, attempt to preserve the building façade for adaptive reuse during reconstruction. Offer funding through the Redevelopment Agency for façade preservation projects.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ ERC-44: Rehabilitation, renovation, or reuse of historic resources will be implemented in coordination with the standards of the Secretary of the Interior and the Office of Historic Preservation.</li> <li>▪ ERC-45: If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.</li> </ul>
<b>City of Millbrae</b>	
<p><i>City of Millbrae General Plan (1998)</i></p>	<p>The City of Millbrae updated the <i>City of Millbrae General Plan</i> in 1998. The updated plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Land Use Goals</p> <ul style="list-style-type: none"> <li>▪ LU2.5: 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.</li> </ul> <p>Land Use Implementing Programs</p> <ul style="list-style-type: none"> <li>▪ LUIP-7: Historic Preservation Ordinance: Consider preparing and adopting an Historic Preservation Ordinance to protect historic resources and to ensure that new buildings and remodeling of existing buildings are compatible with City goals for preserving the City's historic resources. The City should also examine financial assistance options for eligible historic properties. The ordinance would:             <ol style="list-style-type: none"> <li>a) Establish standards for determining the historic value of potentially historic properties.</li> <li>b) Define historic areas where new development will be required to complement the character of the surrounding historic structures.</li> <li>c) Establish historic design guidelines that could be used to allow the adaptive reuse of historic buildings and facade improvements, and include guidelines and standards covering specific historical and architectural features, materials, colors, etc. for all new construction.</li> <li>d) Address Unreinforced Masonry Building safety.</li> <li>e) Establish exceptions from parking, lot coverage and setback requirements for historic buildings.</li> </ol> </li> <li>▪ LUIP-10: Railroad Station House: Consider and support appropriate community or economic uses of the Station House and continue to support its historic importance in its existing location.</li> </ul>
<p><i>Millbrae Station Area Specific Plan (2016)</i></p>	<p>The City of Millbrae adopted the <i>Millbrae Station Area Specific Plan</i> in 2016. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ P-LU 7: Railroad Station House: Preserve the historic Millbrae Depot for public-oriented uses.</li> </ul>
<b>City of Burlingame</b>	
<p><i>Envision Burlingame General Plan (2019)</i></p>	<p>The City of Burlingame adopted the <i>Envision Burlingame General Plan</i> in January 2019. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Community Character</p> <ul style="list-style-type: none"> <li>▪ Goal CC-3: Protect the character and quality of Burlingame's historical buildings, tree groves, open spaces, neighborhoods, and districts.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ CC-3.1: Comprehensive Historic Surveys: Maintain up-to-date comprehensive surveys for historic districts and neighborhoods in Burlingame.</li> <li>▪ CC-3.2 Comprehensive Historic Surveys: Require applicants for any discretionary permits that involve remodeling, removing, or substantially altering any structure older than 50 years (at the time of the application) to prepare a Historic Resources Analysis consistent with State CEQA requirements to identify the historical significance of the property. The analysis shall be prepared by a qualified historic preservation specialist pre-qualified by the Community Development Department and should include sufficient information on the structure's history, architecture, and/or association with people or events significant to Burlingame's or California's history, or representative of significant architects.</li> <li>▪ CC-3.3 Historic Preservation Standards and Guidelines: When a structure is deemed to have historic significance, use the Secretary of the Interior's <i>Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings</i> when evaluating development applications and City projects, or development applications that may affect scenic views or the historic context of nearby historic resources.</li> <li>▪ CC-3.4 Flexible Land Use Standards: Maintain flexible land use standards to allow the adaptive reuse of identified historical buildings with a variety of economically viable uses while minimizing impacts to the historical value and character of sites and structures.</li> <li>▪ CC-3.5 Historic Districts: Identify opportunities to establish National Park Service Certified Historic Districts to encourage the preservation of Burlingame's historical neighborhoods and districts, and to qualify property owners for the Federal Preservation Tax Incentives Program.</li> <li>▪ CC-3.6 State Historic Building Code: Promote the use of the State Historic Building Code to facilitate the reuse and conversion of historical buildings to alternative uses.</li> <li>▪ CC-3.10 Demolition of Historical Resources: Prohibit the demolition of historical resources unless one of the following findings can be made:             <ul style="list-style-type: none"> <li>a) The rehabilitation and reuse of the resource is not structurally or economically feasible.</li> <li>b) The demolition is necessary to protect the health, safety, and welfare of the public.</li> <li>c) The public benefits of demolition outweigh the loss of the historical resource.</li> </ul> </li> <li>▪ CC-3.11 Heritage Trees: Protect and maintain Burlingame's historic eucalyptus groves and other heritage trees in a healthy, safe, and efficient manner so they remain an important part of the community.</li> </ul> <p>Goal CC-4: Ensure high-quality, integrated, and appropriately scaled residential development within Burlingame's neighborhoods:</p> <ul style="list-style-type: none"> <li>▪ CC-4.5: Identify neighborhoods that have a unique architectural style, historical background, or location, and develop plans that preserve and enhance their character.</li> <li>▪ CC-4.9: Consider protection of older single-family and multifamily residences that, although they may not have historical significance, define and contribute to the character of a neighborhood. Provide incentives to encourage their preservation.</li> </ul> <p>Goal CC-7: Ensure that Broadway maintains its character as a vibrant, pedestrian-friendly, mixed use district that supports and encourages local businesses and local investment, and that serves as a gathering place for Burlingame residents and a quaint destination for visitors.</p> <ul style="list-style-type: none"> <li>▪ CC-7.5: Identify neighborhoods that have a unique architectural style, historical background, or location, and develop plans that preserve and enhance their character.</li> </ul> <p>Goal CC-8: Ensure that Downtown maintains its character and function as a vibrant, pedestrian-scaled, mixed use district that supports and encourages a diversity of commercial</p>

Plan and Policies	Summary
	<p>businesses, treasured civic uses, activated office space, and housing for all income levels and people of all ages.</p> <ul style="list-style-type: none"> <li>▪ CC-8.10 Historical Buildings and Features: Establish regulations that protect historical buildings and features in Downtown from neglect, misuse, or destruction. Encourage adaptive reuse of historical buildings.</li> </ul> <p>Goal M-11: Ensure that El Camino Real retains its distinct character as a residential street lined with a historic tree grove, with its function as a regional commute corridor secondary to Burlingame’s vision of the corridor as a lower-speed tree-lined thoroughfare.</p> <ul style="list-style-type: none"> <li>▪ M-11.1: Identify high priority locations to improve access, east-west connections, and pedestrian safety along El Camino Real. Coordinate with Caltrans and regional Grand Boulevard Initiative partners (including SamTrans) to update intersection treatments and lane configurations to improve safety while retaining the distinctive character of the roadway.</li> </ul>
<p><i>Burlingame Downtown Specific Plan (2018)</i></p>	<p>The Burlingame City Council adopted the Burlingame Downtown Specific Plan in October 2010, and last amended it in August 2018.</p> <p>Design &amp; Character</p> <p>Goal D-1: Protect and preserve historic character.</p> <ul style="list-style-type: none"> <li>▪ Policy D-1.1: Ensure that new construction fits into the context and scale of the existing downtown.</li> <li>▪ Policy D-1.2: Require design review for all new downtown buildings and for changes to existing downtown buildings, and integrate historic review into the design review process.</li> </ul> <p>Goal D-2: Develop policies and provide incentives for the restoration, preservation, and adaptive re-use of historic structures.</p>
<p>Burlingame Municipal Code</p>	<p>Title 21, Chapter 4 of the City of Burlingame Municipal Code addresses historical resources. The purpose of this section of the code is to implement the policies contained in Chapter 6.0-Historic Preservation of the <i>Burlingame Downtown Specific Plan</i> (adopted October 4, 2010) through a voluntary program that provides property owners with fiscal benefits or zoning and code incentives to preserve historic properties in the Downtown area. (Ord. 1899 § 2, (2014)). Those policies include:</p> <ul style="list-style-type: none"> <li>▪ A design review process to ensure high-quality design and architectural compatibility throughout downtown.</li> <li>▪ An Inventory of Historic Resources that identifies which properties appear to be eligible as historic resources, based on State and federal criteria, and the requirement that potential historic properties subject to proposed alteration be formally evaluated for local listing on the Inventory.</li> <li>▪ To provide further incentives for historic property owners, the City will consider establishing several new programs, including a Mills Act property tax abatement program, federal rehabilitation tax credits, reduced permit fees for historic preservation, reduced parking requirements for adaptive reuse, design review exceptions for projects that maintain the integrity of locally registered resources, and facade restoration grants.</li> </ul>
<p><b>City of San Mateo</b></p>	
<p><i>A Vision of San Mateo in 2030, Land Use Element and Conservation, Open Space, Parks &amp; Recreation Element (2011, 2015)</i></p>	<p>The City of San Mateo adopted <i>A Vision of San Mateo in 2030</i> in 2010 and amended it in 2011 and 2015. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Land Use</p> <ul style="list-style-type: none"> <li>▪ LU 3.2: Significant Historic Structures. Protect key landmarks, historic structures, and the historic character that exists in parts of downtown as defined in the Conservation/Open Space Element.</li> </ul>

Plan and Policies	Summary
	<p>Conservation, Open Space, Parks &amp; Recreation</p> <ul style="list-style-type: none"> <li>▪ C/OS 8.1 Historic Preservation: Preserve, where feasible, historic buildings as follows:               <ul style="list-style-type: none"> <li>a) Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application.</li> <li>b) Require the applicant to submit alternatives on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.</li> <li>c) Require that all exterior renovations of historic buildings conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.</li> <li>d) Historic building shall mean buildings which are on or individually eligible for the National Register of Historic Places, California Register of Historical Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.</li> </ul> </li> <li>▪ C/OS 8.1 Historic Districts: Preserve, where feasible, historic buildings as follows Consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study.</li> <li>▪ C/OS 8.3: Structure Rehabilitation. Promote the rehabilitation of historic structures; consider alternative building codes and give historic structures priority status for available rehabilitation funds.</li> </ul>
<p><i>San Mateo Downtown Area Plan (2009)</i></p>	<p>The City of San Mateo adopted the <i>San Mateo Downtown Area Plan</i> in May 2009. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Goal IV: Protect Key Landmarks and the Historic Character that Exists in Parts of Downtown. The downtown is of particular importance with respect to historic resources. The areas along Third Avenue and B Street contain the largest concentration of historical structures within the downtown. This sense of history within the downtown adds to its unique sense of place. However, there is a need to balance historic preservation with the need for new development. Encourage development which creates a diverse urban form but, at the same time, ensures that new buildings are in scale and compatible with the existing downtown buildings.</p> <ul style="list-style-type: none"> <li>▪ IV.3 Design Guidelines: Evaluate the Downtown Design Guidelines to ensure that it: (1) Emphasizes the public realm - streets and sidewalks and public spaces in building design, scale, detail, and pattern of new developments; (2) encourages building design to be compatible with the historic and architectural features common to many buildings in the Downtown; (3) encourages a compatibility of diverse building styles; (4) encourages building details, surfaces, textures and materials that are interesting for the pedestrian.</li> <li>▪ IV.4 Downtown Historic Character: Preserve and retain the historic and architectural character of structures within the downtown.</li> <li>▪ IV.5 Historic District. Maintain the identified historic district along portions of 3rd Avenue and B Street, and continue to implement regulations to protect the overall historic and architectural character and integrity of the area.</li> <li>▪ IV.6 Downtown Design Guidelines/Downtown Historic District Design Guidelines. Revise the Downtown and Historic District Design Guidelines to give consideration to new development within a historic preservation context, thereby providing a balance between preserving a unique community asset (in the form of a historic district with intact distinct historic and contributor structures) and providing for new development and improvements within the downtown area.</li> </ul>

Plan and Policies	Summary
San Mateo Municipal Code	<p>Title 27 Zoning, Chapter 66 of the City of San Mateo Municipal Code addresses historic preservation. It states that the protection, enhancement, perpetuation and use of historic structures within the City of San Mateo are of economic, cultural, and aesthetic benefit to the community, and that the economic, cultural and aesthetic standing of the City will be enhanced by respecting the heritage of its historic structures and the downtown historic district. The purposes of this chapter are as follows:</p> <ol style="list-style-type: none"> <li>1) Designate, preserve, protect, enhance, and perpetuate the City's historic structures and the downtown historic district;</li> <li>2) Foster public awareness and appreciation of the City's past;</li> <li>3) Stabilize and improve the economic value of structures and properties within the City and the downtown historic district;</li> <li>4) Develop and maintain appropriate settings for historic structures;</li> <li>5) Enhance the visual and aesthetic character, diversity and interest of the City; and</li> <li>6) Establish requirements to insure the preservation and maintenance of the City's historic structures and the downtown historic district. (Ord. 1995-13 § 2, 1995; Ord. 1993-21 § 1, 1993).</li> </ol>
<b>City of Belmont</b>	
Belmont 2035 General Plan (2017)	<p>The <i>Belmont General Plan</i> was updated in November 2017. The following policies are relevant to the project:</p> <p>Conservation Element</p> <ul style="list-style-type: none"> <li>▪ Goal 5.12: Preserve and protect areas and sites of prehistoric, cultural, and archaeological significance.</li> <li>▪ Policy 5.12-1: Ensure that development avoids potential impacts to sites suspected of being archeologically, paleontologically, or culturally significant, tribal or otherwise, or of concern by requiring appropriate and feasible mitigation.</li> <li>▪ Action 5.12-1a: Establish guidelines and mitigation programs when sites of archaeological, paleontological, and/or cultural concern, tribal or otherwise, would be disturbed by development, including: (1) Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive; (2) Determining the potential effects of development and construction on archaeological or paleontological resources (as required by CEQA); (3) Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and, (4) Implementing appropriate measures to avoid the identified impacts, as conditions of project approval.</li> <li>▪ Policy 5.12-2: If cultural, archaeological, paleontological, or cultural resources, tribal or otherwise, are discovered during construction, grading activity in the immediate area shall cease and materials and their surroundings shall not be altered or collected until evaluation by a qualified professional is completed. <ul style="list-style-type: none"> <li>– A qualified archaeologist or paleontologist must make an immediate evaluation and avoidance measures or appropriate mitigation should be completed, according to CEQA Guidelines.</li> <li>– Use the State Office of Historic Preservation's recommendations for the preparation of Archaeological Resource Management Reports as guidelines.</li> </ul> </li> </ul> <p>Land Use Element</p> <ul style="list-style-type: none"> <li>▪ Goal 2.23: Conserve designated historic and cultural sites and structures that help define Belmont's identity and character.</li> </ul>



Plan and Policies	Summary
<p><i>Belmont Village Specific Plan</i> (2017)</p>	<p>The <i>Belmont Village Specific Plan</i> was updated in November 2017. The following policies from the Land Use Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.2: Preserve and enhance the Village’s cultural and historic context.</li> <li>▪ Policy 2.2.1: Reuse of Historic Resources. Promote reuse of historic buildings and structures in the City’s Historical Resources Inventory in accordance with the standards in the Municipal Code.</li> <li>▪ Policy 2.2-2: Archeological and Paleontological Resources. Require any unanticipated discovery of archeological or paleontological resources to be evaluated by a qualified archeologist or paleontologist. If the discovery is determined to be potentially significant, a treatment plan shall be developed in accordance with State law. For projects with large amounts of ground disturbance, consider requiring architectural monitoring. Any unanticipated discovery of resources of Native American origin requires consultation with and participation by tribes located within the project site.</li> <li>▪ Policy 2.2-3: Firehouse Square. Allow redevelopment to occur at the site of the old Firehouse Building. Any development proposals at Firehouse Square shall be reviewed and evaluated by a qualified architectural historian.</li> </ul>
<b>City of San Carlos</b>	
<p><i>San Carlos 2030 General Plan</i> (2009)</p>	<p>The City of San Carlos adopted the <i>San Carlos 2030 General Plan</i> in October 2009. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>Land Use Element</p> <p>Goal LU-2: Preserve and strengthen Downtown as the civic, cultural and social heart of the city.</p> <ul style="list-style-type: none"> <li>▪ Policy LU-2.2: Strive to maintain the character of the historic Downtown core, which is centered at the 1100 and 1200 blocks of San Carlos Avenue and the 600, 700 and 800 blocks of Laurel Street.</li> <li>▪ Policy LU-2.3: Encourage development that respects the character of the historic Downtown core.</li> </ul> <p>Goal LU-2: Protect San Carlos’ historic and cultural resources to maintain and enhance a unique sense of place.</p> <ul style="list-style-type: none"> <li>▪ Policy LU-12.1: Evaluate historical and cultural resources early in the development review process through consultation with interested parties.</li> <li>▪ Policy LU-12.2: Foster the preservation, restoration and compatible reuse of architecturally and/or historically significant structure and sites.</li> <li>▪ Policy LU-12.3: Ensure that modifications to identified historic resources are consistent with the U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties.</li> <li>▪ Policy LU-12.4: Encourage continued use and adaptive reuse of designated historic resources through application of the U.S. Secretary of the Interior’s Standards and Guidelines for rehabilitation, reconstruction and restoration.</li> <li>▪ Policy LU-12.5: Treat with respect and dignity any human remains discovered during implementation of public and private projects within the city and fully comply with the California Native American Graves Protection and Repatriation Act and other appropriate laws.</li> <li>▪ Policy LU-12.6: Promote the maintenance, restoration and rehabilitation of historical resources through but not limited to the use of Federal Rehabilitation Tax Credits, State incentives including the Mills Act and the California Cultural and Historical Endowment and the California State Historical Building Code.</li> <li>▪ Policy LU-12.7: Use public art to enliven and beautify the public realm at appropriate locations.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy LU-12.8: Retain the exterior architectural character and setting of the Historical San Carlos Depot and San Carlos Museum (former San Carlos Fire House).</li> <li>▪ Action LU-12.1: Ensure thorough compliance with the provisions of the CEQA relating to potential impacts to cultural and historical resources.</li> </ul> <p>Goal LU-2: Reduce the potential loss of life, injury and property damage due to seismic and geologic hazards. Protect San Carlos’ historic and cultural resources to maintain and enhance a unique sense of place.</p> <ul style="list-style-type: none"> <li>▪ Policy CSS-1.6: Continue to encourage retrofitting of structures, particularly older buildings, to withstand earthquake shaking and landslides, consistent with state Building Codes and Historic Building Codes. Evaluate historical and cultural resources early in the development review process through consultation with interested parties.</li> </ul>
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan (2010)</i></p>	<p>The City of Redwood City adopted <i>Redwood City General Plan</i> in October 2010. The plan includes the following directions, goals, policies, and actions related to cultural resources:</p> <p>The Built Environment—Historic Resources</p> <ul style="list-style-type: none"> <li>▪ Ensure that change harmonizes with existing development to preserve our historic and neighborhood character.</li> <li>▪ Preserve and generate awareness of our cultural, educational, economic, recreational diversity, and historic heritage.</li> </ul> <p>Goal BE-37: Protect, preserve, restore rehabilitate, and /or enhance historic resources.</p> <ul style="list-style-type: none"> <li>▪ Policy BE-37.1: Enhance, restore, preserve, and protect, as appropriate, historic resources throughout the city.</li> <li>▪ Policy BE-37.2: Preserve historic landmark structures, landscapes (including trees), trails, and sites that serve additional community needs, such as recreational open space and/or cultural needs.</li> <li>▪ Policy BE-37.3: Encourage the retention and/or adaptive reuse of historic residential, commercial, and industrial buildings.</li> <li>▪ Policy BE-37.4: Consider relocation of landmark structures to vacant sites within established landmark districts when no other alternative exists for their preservation, or if a particular structure is not protected by ordinance.</li> <li>▪ Policy BE-37.6: Allow only compatible, historically appropriate development on vacant parcels within or adjacent to designated historic areas, neighborhoods, and/or sites in compliance with the Secretary of the Interior’s Standards.</li> <li>▪ Policy BE-37.7: Strive for compatibility with existing historic resources when planning for infrastructure improvements, restorations, new construction, alterations, or similar projects in designated historic districts.</li> </ul> <p>Goal BE-39: Emphasize and showcase the historic resources and unique character of Downtown Redwood City</p> <ul style="list-style-type: none"> <li>▪ Policy BE-39.1: Encourage historical resources and sites to be rehabilitated or reused in an historically compatible manner.</li> <li>▪ Policy BE-39.2: Encourage uses that generate pedestrian activity within the designated Downtown historic commercial districts and landmarks.</li> <li>▪ Policy BE-39.3: Ensure that infrastructure, streetscape, signage, and other improvements and amenities respect the historic character of Downtown.</li> <li>▪ Policy BE-39.4: Reestablish public awareness, where appropriate, of the historical significance of Redwood Creek within Downtown.</li> </ul>

Plan and Policies	Summary
<p><i>Redwood City Downtown Precise Plan (2016)</i></p>	<p>The City Council of Redwood City adopted the <i>Redwood City Downtown Precise Plan</i> in January 2011, and amended it in May 2016. The plan includes the following goals, policies, and recommendations related to cultural resources (text in italics paraphrases lengthy detailed text in the plan):</p> <p>1.2.1 Goals and Guiding Principles</p> <p>a) Actively encourage and promote the preservation of Redwood City’s historic resources, and reduce the deferral of judgment on how to preserve them as much as possible.</p> <p>2.0.2 Overview of Development Regulations: The Development Regulations in this document are applied to those properties within the Redwood City Downtown Precise Plan Area as indicated on the Precise Plan Area Map. <i>The plan includes ten development regulations as follows:</i></p> <p>2.1 Historic Resources: As Downtown is the historic heart of Redwood City and is endowed with many exemplary historic resources which give the district a unique character, the Historic Resources Section is placed first among the development regulations in the Precise Plan. This development <i>This development regulation requires the project proponent to determine which of the plan’s mitigation groups the property is in and which regulations are applicable for that mitigation group.</i></p>
<p>Redwood City Municipal Code</p>	<p>Chapter 40 of the City of Redwood City Municipal Code comprises the Historic Preservation Ordinance of the City of Redwood City. Section 40.2 states that the purpose of this Chapter is to promote the public health, safety, and general welfare by providing for the identification, protection, enhancement, perpetuation, and use of improvements, buildings, structures, signs, objects, features, sites, places, and areas within the City that reflect special elements of the City’s historic, architectural, cultural, aesthetic, and other heritage for the following reasons:</p> <ul style="list-style-type: none"> <li>a) To safeguard the City’s heritage by providing for the protection of landmarks representing significant elements of its history;</li> <li>b) To encourage public knowledge, understanding, and appreciation of the City’s past;</li> <li>c) To foster civic and neighborhood pride and a sense of identity based on the recognition and use of historic and cultural resources;</li> <li>d) To promote the enjoyment and use of historic and cultural resources appropriate for the education and recreation of the people of the City;</li> <li>e) To preserve diverse and harmonious architectural styles and design preferences reflecting phases of the City’s history and to encourage complementary contemporary design and construction;</li> <li>f) To enhance property values and to increase economic and financial benefits to the City and its inhabitants;</li> <li>g) To strengthen the economy of the City by protecting and enhancing the City’s attractions to residents, visitors and tourists;</li> <li>h) To identify as early as possible, and resolve conflicts between the preservation of historic and cultural resources and alternative land uses;</li> <li>i) To conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment; and</li> <li>j) To implement the historic landmarks element of the general plan.</li> </ul>
<p><b>Town of Atherton</b></p>	
<p><i>Atherton General Plan (2020)</i></p>	<p>The Town of Atherton adopted the <i>Town of Atherton General Plan</i> in October 2002, and last updated it in January 2020. The plan contains the following goal and policies related to cultural resources:</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal OSC-4: Protect both publicly and privately held cultural resources from deterioration and/or destruction.</li> <li>▪ Policy OSC-4.1: Encourage the preservation of both private and public historical resources and artifacts for the benefit of future generations.</li> <li>▪ Policy OSC-4.2: The Town will comply with minimum State requirements in the event archaeological or paleontological resources are discovered during construction.</li> </ul>
Atherton Municipal Code	<p>Chapter 8.14 of the Atherton Municipal Code comprises the Historic Preservation Ordinance of the Town of Atherton. Section 8.14.010 states that the purpose of this Chapter is to The purpose of this chapter is to promote the general welfare by providing for the identification, protection, enhancement, perpetuation and use of artifacts that reflect special aspects of the town's historical, architectural, cultural or aesthetic heritage for the following reasons:</p> <ol style="list-style-type: none"> <li>a) To encourage public knowledge, understanding, appreciation and use of the town of Atherton's past;</li> <li>b) To foster civic pride in the beauty and character of the town and the accomplishments of its past;</li> <li>c) To preserve the visual character of the town by preserving artifacts that reflect its history;</li> <li>d) To protect property values within the town;</li> <li>e) To balance the concerns of property owners with the community's interests in preserving artifacts of the town's past. (Ord. 567 § 1 (part), 2007).</li> </ol>
<b>City of Menlo Park</b>	
City of Menlo Park General Plan (2013, 2016)	<p>The City of Menlo Park adopted the Open Space/Conservation, Noise and Safety Elements of the Connect Menlo Park General Plan in May 2013. The Menlo Park City Council adopted the <i>City of Menlo Park General Plan</i> in November 2016. The plan contains the following directions, goals, policies, or actions related to cultural resources:</p> <p>Land Use</p> <p>Goal LU-7: Promote the implementation and maintenance of sustainable development, facilities and services to meet the needs of Menlo Park's residents, businesses, workers, and visitors.</p> <ul style="list-style-type: none"> <li>▪ Policy LU-7.8 Cultural Resource Preservation: Promote preservation of buildings, objects, and sites with historic and/or cultural significance.</li> </ul> <p>Open Space/Conservation</p> <p>Goal OSC-3: Protect and Enhance Historic Resources.</p> <ul style="list-style-type: none"> <li>▪ Policy OSC3.1: Prehistoric or Historic Cultural Resources Investigation and Preservation. Preserve historical and cultural resources to the maximum extent practical.</li> <li>▪ Policy OSC3.2: Prehistoric or Historic Cultural Resources Protection. Require significant historic or prehistoric artifacts be examined by a qualified consulting archaeologist or historian for appropriate protection and preservation, and to ensure compliance with local, State and Federal regulations.</li> <li>▪ Policy OSC3.3: Archaeological or Paleontological Resources Protection. Protect prehistoric or historic cultural resources either on site or through appropriate documentation as a condition of removal. Require that when a development project has sufficient flexibility, avoidance and preservation of the resource shall be the primary mitigation measure, unless the City identifies superior mitigation. If resources are documented, undertake coordination with descendants and/or stakeholder groups, as warranted.</li> <li>▪ Policy OSC3.4: Prehistoric or Historic Cultural Resources Found During Construction. Require that if cultural resources, including archaeological or paleontological resources,</li> </ul>

Plan and Policies	Summary
	<p>are uncovered during grading or other on-site excavation activities, construction shall stop until appropriate mitigation is implemented.</p> <ul style="list-style-type: none"> <li>▪ Policy OSC3.5: Consultation with Native American Tribes. Consult with those Native American tribes with ancestral ties to the Menlo Park city limits regarding General Plan Amendments and land use policy changes.</li> <li>▪ OSC3.6: Identification of Potential Historic Resources. Identify historic resources for the historic district in the Zoning Ordinance and require design review of proposals affecting historic buildings.</li> <li>▪ Policy OSC3.A: Evaluate Historic Resources Around the Downtown Specific Plan Area. Hire a cultural resources professional to conduct a Historic Resources Survey of potential infill sites around the Downtown Specific Plan to determine whether the designated infill housing sites, or adjacent lots, contain buildings eligible to the California Register and/or the historic zoning designation.</li> <li>▪ Policy OSC3.A: Evaluate Historic Resources Around the Downtown Specific Plan Area. Hire a cultural resources professional to conduct a Historic Resources Survey of potential infill sites around the Downtown Specific Plan to determine whether the designated infill housing sites, or adjacent lots, contain buildings eligible to the California Register and/or the historic zoning designation.</li> </ul>
<p><i>Menlo Park/El Camino Real Downtown Specific Plan (2012)</i></p>	<p>The Menlo Park City Council adopted the <i>Menlo Park/El Camino Real Downtown Specific Plan</i> in July 2012. The plan contains the following directions, goals, policies, or actions related to cultural resources:</p> <p>Public Space—Civic Plaza and Santa Cruz Avenue—Standards</p> <ul style="list-style-type: none"> <li>▪ D.3.01: the design of the Civic Plaza shall preserve and highlight the existing historic train station building.</li> </ul>
<p>Menlo Park Municipal Code</p>	<p>Chapter 16.54 of the Menlo Park Municipal Code, H Historic Site District, serves to promote the general welfare through:</p> <ol style="list-style-type: none"> <li>1) The protection, enhancement, perpetuation and use of structures, sites and areas that are reminders of people, events or eras, or which provide significant examples of architectural styles and the physical surroundings in which past generations lived;</li> <li>2) The development and maintenance of appropriate settings for such structures, sites or areas;</li> <li>3) The enhancement of property values, the stabilization of neighborhoods and the increase of economic and financial benefits to the city and its residents;</li> <li>4) The enrichment of the cultural and educational dimensions of human life by encouraging study and enjoyment of our historical heritage. (Ord. 576 § 1 (part),</li> </ol> <p>Chapter 16.55 of the Menlo Park Municipal Code, Allied Arts Guild Preservation District, has the following purpose:</p> <ol style="list-style-type: none"> <li>1) To protect and enhance the historic character and function of the Allied Arts Guild in a manner that will perpetuate the historic and cultural significance of the properties and structures and enhance the residential neighborhood in which the Guild is located (Ord. 919 § 2 (part), 2003).</li> </ol>
<p><b>Santa Clara County</b></p>	
<p><i>Santa Clara County General Plan (1994)</i></p>	<p>Santa Clara County adopted the <i>Santa Clara County General Plan</i> in 1994. The plan includes the following goals, policies, and recommendations related to cultural resources:</p> <p>Vision of the General Plan: Goals for Responsible Resource Conservation</p> <ul style="list-style-type: none"> <li>▪ Goal 5. Heritage Resources Protected.</li> <li>▪ Goal 5.1 Protection and preservation of heritage resources both natural (e.g. heritage trees; and paleontological resources) and cultural (e.g. historic sites and structures, and</li> </ul>

Plan and Policies	Summary
	<p>archeological sites). Cultural heritage resources reflecting the contributions to society of all cultures acknowledged, preserved and commemorated.</p> <p>Parks and Recreation Element</p> <ul style="list-style-type: none"> <li>▪ Policy C-PR 10: Recreation facilities and activities within regional parks and public open space lands should be located and designed to be compatible with the long term sustainability of each site's natural and cultural resources, with particular attention to the preservation of unique, rare, or endangered resources (including historic and archeological sites, plant and animal species, special geologic formations, etc.).</li> <li>▪ Policy C-PR 50: Scenic routes which are historic routes into or through the county should be so designated and historic sites and features along them identified and enhanced where appropriate.</li> </ul> <p>Resource Conservation Element: General Cultural Heritage Resources Policies</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 49: Cultural heritage resources within Santa Clara County should be preserved, restored wherever possible, and commemorated as appropriate for their scientific, cultural, historic and place values.</li> <li>▪ Policy C-RC 50: Countywide, the general approach to heritage resource protection should include the following strategies: 1. Inventory and evaluate heritage resources; 2. Prevent or minimize adverse impacts on heritage resources; 3. Restore, enhance, and commemorate resources as appropriate.</li> </ul> <p>Strategy #1: Inventory and Evaluate Heritage Resources</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 51: Inventories of heritage resources should be maintained as the basis for local decision making regarding such resources.</li> <li>▪ Implementation Recommendation C-RC(i)24: Update inventories and evaluations of heritage resources. Survey resources as necessary to augment existing inventories.</li> </ul> <p>Strategy #2: Prevent or Minimize Adverse Impacts on Heritage Resources</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 52: Prevention of unnecessary losses to heritage resources should be ensured as much as possible through adequate ordinances, regulations, and standard review procedures. Mitigation efforts, such as relocation of the resource, should be employed where feasible when projects will have significant adverse impact upon heritage resources.</li> <li>▪ Policy C-RC 53: Cities should balance plans for urban redevelopment with the objectives of heritage resource preservation in such cases where potential conflicting interest may arise. Care should be taken to integrate heritage resources with new development wherever possible.</li> <li>▪ Implementation Recommendation C-RC(i)25: Review administrative procedures and enforcement for effectiveness.</li> <li>▪ Implementation Recommendation C-RC(i)26: Explore designation of historic districts to preserve character of areas rich in heritage resources.</li> </ul> <p>Strategy #3: Restore, Enhance and Commemorate Resources</p> <ul style="list-style-type: none"> <li>▪ Policy C-RC 54: Heritage resources should be restored, enhanced, and commemorated as appropriate to the value and significance of the resource.</li> <li>▪ Policy C-RC 55: Public awareness and appreciation of existing heritage resources and their significance should be enhanced through community organizations, neighborhood associations, the educational system, and governmental programs.</li> <li>▪ Policy C-RC 56: Heritage resource acquisition, preservation, restoration, and interpretation projects eligible for funding with the County Parks Charter Funds are identified in the "Santa Clara County Heritage Resources Inventory" adopted by the Board of Supervisors.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Implementation Recommendation C-RC(i)27: Publicize financial resources from ISTEAs and federal income tax credits for restoration of designated resources.</li> <li>▪ Implementation Recommendation C-RC(i)28: Publish inventories of heritage resources.</li> <li>▪ Implementation Recommendation C-RC(i)29: Organize community organizations and constituencies for heritage resource preservation.</li> </ul> <p>Rural Unincorporated Area Issues and Policies: General Policies</p> <ul style="list-style-type: none"> <li>▪ Policy R-RC81: Heritage resources within the rural unincorporated areas of Santa Clara County shall be preserved, restored wherever possible, and commemorated as appropriate for their scientific, cultural, historic and place values.</li> <li>▪ Policy R-RC82: The following strategies should provide overall direction to efforts to preserve heritage resources:               <ul style="list-style-type: none"> <li>- Inventory and evaluate heritage resources.</li> <li>- Prevent, or minimize, adverse impacts on heritage resources.</li> <li>- Restore, enhance, and commemorate resources as appropriate.</li> </ul> </li> </ul> <p>Strategy #1: Inventory and Evaluate Heritage Resources</p> <ul style="list-style-type: none"> <li>▪ Policy R-RC83: The County's Heritage Resources data base shall be maintained and used to review private development projects and guide the design of public projects.</li> <li>▪ Policy R-RC84: Heritage resource acquisition, preservation, restoration, and interpretation projects eligible for funding with County Parks Charter Funds are identified in the "Santa Clara County Heritage Resources Inventory" adopted by the Board of Supervisors.</li> <li>▪ Implementation Recommendation R-RC(i) 32: Update the listings of heritage trees in the Heritage Resources Inventory.</li> </ul> <p>Strategy #2: Prevent or Minimize Adverse Impacts on Heritage Resources</p> <ul style="list-style-type: none"> <li>▪ Policy R-RC85: No heritage resource shall knowingly be allowed to be destroyed or lost through a discretionary action (zoning, subdivision site approval, grading permit, building permit, etc.) of the County of Santa Clara unless: the site or resource has been reviewed by experts and the County Historic Heritage Commission and has been found to be of insignificant value; or there is an overriding public benefit from the project and compensating mitigation to offset the loss is made part of the project.</li> <li>▪ Policy R-RC86: Projects in areas found to have heritage resources shall be conditioned and designed to avoid loss or degradation of the resources. Where conflict with the resource is unavoidable, mitigation measures that offset the impact may be imposed.</li> <li>▪ Policy R-RC87: Land divisions in areas with heritage resources shall be encouraged to cluster building sites in locations which will minimize the impacts to heritage resources.</li> <li>▪ Policy R-RC88: For projects receiving environmental assessment, expert opinions and field reconnaissance may be required if needed at the applicant's expense to determine the presence, extent, and condition of suspected heritage resources and the likely impact of the project upon the resources.</li> <li>▪ Policy R-RC89: Demolition permits proposed for designated heritage resources shall be referred to the Historic Heritage Commission for review and recommendation to the Board of Supervisors.</li> <li>▪ Policy R-RC90: Heritage and old growth trees, particularly redwoods, should not be cut, except in instances where public safety is jeopardized.</li> <li>▪ Policy R-RC91: The application of historic district zoning to areas containing historic structures shall be encouraged.</li> <li>▪ Policy R-RC92: The participation of concerned citizens and professionals dealing with heritage resources in the identification of sites and the review and conditioning of projects by its boards and commissions shall be encouraged by the County.</li> </ul> <p>Strategy #3: Restore, Enhance, and Commemorate Resources</p>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy R-RC93: Heritage resources should be restored, enhanced, and commemorated as appropriate to the value and significance of the resource. All historic rehabilitation activities should comply with the Secretary of Interior's Standards for Rehabilitation</li> <li>▪ Policy R-RC94: Public awareness and appreciation of existing heritage resources and their significance should be enhanced through community organizations, neighborhood associations, the educational system, and governmental programs.</li> <li>▪ Implementation Recommendation R-RC(i) 33: Utilize all financial resources available, including those from federal ISTEA and income tax credits for rehabilitation of designated heritage resources.</li> <li>▪ Implementation Recommendation R-RC(i) 34: Encourage and support efforts by local historians, educational institutions and others interested in recording oral histories and documenting the lives of the people of Santa Clara County who also make up an important but often overlooked part of the County's heritage.</li> </ul>
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan (2017)</i></p>	<p>The City Council of Palo Alto adopted the Palo Alto Comprehensive Plan in November 2017. The plan includes the following goals, policies, and recommendations related to cultural resources:</p> <p>Land Use and Community Design:</p> <ul style="list-style-type: none"> <li>▪ Policy L-2.4: Use a variety of strategies to stimulate housing, near retail, employment, and transit, in a way that connects to and enhances existing neighborhoods.</li> <li>▪ Policy L-4.7: Maintain and enhance the University Avenue/Downtown area as a major commercial center of the City, with a mix of commercial, civic, cultural, recreational and residential uses. Promote quality design that recognizes the regional and historical importance of the area and reinforces its pedestrian character.</li> <li>▪ Policy L-6.6: In areas of the City having a historic or consistent design character, encourage the design of new development to maintain and support the existing character.</li> <li>▪ Goal L-7: Conservation and preservation of Palo Alto's historic buildings, sites and districts.</li> </ul> <p><i>Historic Resources</i></p> <ul style="list-style-type: none"> <li>▪ Policy L-7.1: Encourage public and private upkeep and preservation of resources that have historic merit, including residences listed in the City's Historic Resource Inventory, the California Register of Historical Resources, or the National Register of Historic Places. <ul style="list-style-type: none"> <li>- Program L7.1.1: Update and maintain the City's Historic Resource Inventory to include historic resources that are eligible for local, State, or federal listing. Historic resources may consist of a single building or structure or a district.</li> <li>- Program L7.1.2: Reassess the Historic Preservation Ordinance to ensure its effectiveness in the maintenance and preservation of historic resources, particularly in the University Avenue/Downtown area.</li> </ul> </li> <li>▪ Policy L-7.2: If a proposed project would substantially affect the exterior of a potential historic resource that has not been evaluated for inclusion into the City's Historic Resources Inventory, City staff shall consider whether it is eligible for inclusion in State or federal registers prior to the issuance of a demolition or alterations permit. Minor exterior improvements that do not affect the architectural integrity of potentially historic buildings shall be exempt from consideration. Examples of minor improvements may include repair or replacement of features in kind, or other changes that do not alter character-defining features of the building.</li> <li>▪ Policy L-7.4: Relocation may be considered as a preservation strategy when consistent with State and national standards regarding the relocation of historic resources.</li> </ul>



Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy L-7.5: To reinforce the scale and character of University Avenue/Downtown, promote the preservation of significant historic buildings.</li> <li>▪ Policy L-7.7: Streamline, to the maximum extent feasible, any future processes for design review of historic structures to eliminate unnecessary delay and uncertainty for the applicant and to encourage historic preservation.</li> </ul> <p><i>Rehabilitation and Reuse</i></p> <ul style="list-style-type: none"> <li>▪ Policy L-7.8: Promote adaptive reuse of old buildings.               <ul style="list-style-type: none"> <li>- Program L7.8.1: Promote and expand available incentives for the retention and rehabilitation of buildings with historic merit in all zones and revise existing zoning and permit regulations to minimize constraints to adaptive reuse.</li> <li>- Program L7.8.2: Create incentives to encourage salvage and reuse of discarded historic building materials.</li> <li>- Program L7.8.3: Seek additional innovative ways to apply current codes and ordinances to older buildings. Use the State Historical Building Code for designated historic buildings.</li> </ul> </li> <li>▪ Policy L-7.9: Allow compatible nonconforming uses for the life of historic buildings.</li> <li>▪ Policy L-7.10: Ensure the preservation of significant historic resources owned by the City of Palo Alto. Allow such resources to be altered to meet contemporary needs consistent with the Secretary of the Interior Standards for Rehabilitation.</li> <li>▪ Policy L-7.11: For proposed exterior alterations or additions to designated Historic Landmarks, require design review findings that the proposed changes are in compliance with the Secretary of the Interior Standards for Rehabilitation.</li> <li>▪ Policy L-7.12: Maintain the historic integrity of building exteriors. Consider parking exceptions for historic buildings to encourage rehabilitation.               <ul style="list-style-type: none"> <li>- Program L7.12.1: Review parking exceptions for historic buildings in the Zoning Code to determine if there is an effective balance between historic preservation and meeting parking needs.</li> </ul> </li> </ul> <p><i>Archaeological Resources</i></p> <ul style="list-style-type: none"> <li>▪ Policy L-7.15: Protect Palo Alto’s archaeological resources, including natural land formations, sacred sites, the historical landscape, historic habitats and remains of settlements here before the founding of Palo Alto in the 19th century.</li> <li>▪ Policy L-7.16: Continue to consult with tribes as required by California Government Code Section 65352.3. In doing so, use appropriate procedures to accommodate tribal concerns when a tribe has a religious prohibition against revealing precise information about the location or previous practice at a particular sacred site.</li> <li>▪ Policy L-7.17: Assess the need for archaeological surveys and mitigation plans on a project-by-project basis, consistent with the CEQA and the National Historic Preservation Act.</li> <li>▪ Policy L-7.18: Require project proponents to meet State codes and regulations regarding the identification and protection of archaeological and paleontological deposits, and unique geologic features.</li> </ul> <p><i>Solid Waste</i></p> <ul style="list-style-type: none"> <li>▪ Policy S-3.9: Reduce solid waste generation through requiring salvage and reuse of building materials, including architecturally and historically significant materials.</li> </ul>
Palo Alto Municipal Code	Chapter 16.49 of the Palo Alto Municipal Code, Historic Preservation, states that the protection, enhancement, perpetuation and use of structures, districts and neighborhoods of historical and architectural significance located within the city are of cultural and aesthetic benefit to the community, and that the economic, cultural and aesthetic standing of this city

Plan and Policies	Summary
	<p>will be enhanced by respecting the heritage of the city. The purposes of this portion of the code is to:</p> <ul style="list-style-type: none"> <li>a) Designate, preserve, protect, enhance and perpetuate those historic structures, districts and neighborhoods which contribute to the cultural and aesthetic heritage of Palo Alto;</li> <li>b) Foster civic pride in the beauty and accomplishments of the past;</li> <li>c) Stabilize and improve the economic value of certain historic structures, districts and neighborhoods;</li> <li>d) Develop and maintain appropriate settings for such structures;</li> <li>e) Enrich the educational and cultural dimensions of human life by serving aesthetic as well as material needs and fostering knowledge of the living heritage of the past;</li> <li>f) Enhance the visual and aesthetic character, diversity and interest of the city;</li> <li>g) Establish special requirements so as to assure the preservation and the satisfactory maintenance of significant historic structures within the downtown area (Ord. 3721 § 1 (part), 1986).</li> </ul>
<b>City of Mountain View</b>	
<p><i>Mountain View 2030 General Plan</i> (2012)</p>	<p>The City of Mountain View adopted the <i>Mountain View 2030 General Plan</i> in July 2012. The plan includes the following goals and policies related to cultural resources:</p> <p>Land Use and Design—Design</p> <p>Goal LUD-7: A vibrant Downtown that serves as the center for Mountain View social and civic life.</p> <ul style="list-style-type: none"> <li>▪ Policy 7.7: California High-Speed Rail: Participate with the California High-Speed Rail Authority in planning any high-speed rail service to address urban design, traffic and circulation, historic resources and economic impacts Downtown.</li> </ul> <p>Land Use and Design—Historic Preservation</p> <p>Goal LUD-11: Preserve and protect important historic and cultural resources.</p> <ul style="list-style-type: none"> <li>▪ LUD 11.1: Historical preservation. Support the preservation and restoration of structures and cultural resources listed in the Mountain View Register of Historic Resources, the California Register of Historic Places or National Register of Historic Places.</li> <li>▪ LUD 11.2: Adaptive re-use. Encourage the adaptive re-use of historic buildings in ways that retain their historical materials and character-defining features.</li> <li>▪ LUD 11.5: Archaeological and paleontological site protection. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.</li> <li>▪ LUD 11.6: Human remains. Require all new development to meet state codes regarding the identification and protection of human remains.</li> </ul>
<p><i>Mountain View Downtown Precise Plan</i> (2019)</p>	<p>The Mountain View City Council amended the <i>Mountain View Downtown Precise Plan</i> in June 2019. The plan includes the following goals and policies related to cultural resources:</p> <p>Development Objectives:</p> <ul style="list-style-type: none"> <li>▪ Emphasize qualities that contribute to the “community character” of downtown, including preservation of historic structures and design elements.</li> </ul> <p>Preservation of Historic Buildings:</p> <ul style="list-style-type: none"> <li>▪ Downtown’s late 19th and early 20th Century buildings contribute historic character and distinctiveness to this desirable pattern and mix of buildings. Some of the buildings may be listed on the City’s Register of Historical Resources (Register) because of their architectural distinction or their association with the City’s prominent early citizens. Changes to these buildings are governed by the City’s Ordinance for the Preservation of Historical Resources New buildings must also be sensitive to the historic storefront scale and architecture of the downtown. This is assured through the Precise Plan Design</li> </ul>

Plan and Policies	Summary
	<p>Guidelines which require that new buildings fit into the context of the surrounding properties. The architectural treatment recommendations on Page 82 illustrate the key historic storefront characteristics.</p>
<p>Mountain View Municipal Code</p>	<p>Article, XVI, Division 15 of the Mountain View Municipal Code addresses the designation and preservation of historical resources. Section 36.54.50, Council Findings, declares that the recognition, preservation, protection and use of historical resources is in the best interest of the health, prosperity, social and cultural enrichment and general welfare of the city and furthers general plan Goal G, which is to preserve and protect Mountain View's historic resources and encourage their restoration. This program, by providing a system of voluntary compliance and available incentives, will increase the likelihood that historical resources are maintained, restored, enhanced and protected and includes procedures for protection of the environment which, absent this program, may not exist (Ord. No. 18.13, § 1, 12/10/13).</p>
<p><b>City of Sunnyvale</b></p>	
<p><i>Sunnyvale General Plan (2011)</i></p>	<p>The City of Sunnyvale adopted the <i>Sunnyvale General Plan</i> in July 2011. The plan includes the following goals and policies related to cultural resources:</p> <p>Community Character—Design</p> <p>Goal CC-1: Distinguished City Image—Promote Sunnyvale's image by maintaining, enhancing and creating physical features, including functional and decorative art, which distinguish Sunnyvale from surrounding communities and by preserving historic buildings, special districts and residential neighborhoods which make the city unique.</p> <p>Community Character—Heritage Preservation</p> <p>Goal CC-5: Protection of Sunnyvale's Heritage—to enhance, preserve and protect Sunnyvale's heritage including natural features, the built environment and significant artifacts</p> <ul style="list-style-type: none"> <li>▪ Policy CC-5.1: Preserve existing landmarks and cultural resources and their environmental settings.</li> <li>▪ Policy CC-5.2: Enhance the visual character of the City by preserving diverse as well as harmonious architectural styles, reflecting various phases of the City's historical development and the cultural traditions of past and present residents.</li> <li>▪ Policy CC-5.3: Identify and work to resolve conflicts between the preservation of heritage resources and alternative land uses.</li> <li>▪ Policy CC-5.4: Seek out, catalog and evaluate heritage resources which may be significant.</li> <li>▪ Policy CC-5.5: Archeological resources should be preserved whenever possible.</li> <li>▪ Policy CC-5.6: Encourage a commercially strategic mix of uses on Murphy Avenue.</li> </ul> <p>Goal CC-6: Knowledge of Sunnyvale's Heritage—to promote knowledge of, and appreciation for, Sunnyvale's heritage and to encourage broad community participation in heritage programs and projects:</p> <ul style="list-style-type: none"> <li>▪ Policy CC-6.1: Develop and expand cooperative working relationships with schools, civic groups, neighborhood organizations, business organizations and other established organizations to share in the promotion of heritage programs and projects.</li> <li>▪ Policy CC-6.2: Promote the understanding that heritage preservation enhances property values and provides financial and economic benefits to property owners, neighbors and the City.</li> </ul>
<p>Sunnyvale Municipal Code</p>	<p>Chapter 19, Zoning, Article 6, Discretionary Permits and Procedures, Chapter 19.96 of the Sunnyvale Municipal Code addresses heritage preservation. This chapter identifies and prescribes specific procedures and requirements for the filing, processing and consideration by the heritage preservation commission, to be used in conjunction with the general requirements and procedures identified in Chapter 19.98 including requirements and procedures for applications, fees, notification, appeals, conditions of approval, modifications,</p>

Plan and Policies	Summary
	<p>expiration, extensions, revocation and infractions. The purpose of this chapter is to promote the public health, safety, and general welfare, and:</p> <ol style="list-style-type: none"> <li>1) To safeguard the city's unique cultural heritage as embodied and reflected in the city's architectural history and patterns of cultural development;</li> <li>2) To encourage and facilitate public knowledge, understanding, and appreciation of the city's historic past and unique sense of place and to encourage public participation in identifying heritage resources;</li> <li>3) To promote the enjoyment, celebration, and use of heritage resources appropriate for the educational, cultural, recreational as well as material needs of people;</li> <li>4) To preserve diverse architectural styles, patterns of development, and design preferences reflecting phases of the city's history and to encourage complementary contemporary design and construction and inspire a more livable urban environment;</li> <li>5) To enhance property values and to increase economic and financial benefits to the city and its inhabitants through incentives for preservation;</li> <li>6) To protect and enhance the city's attraction to tourists and visitors thereby stimulating business and industry;</li> <li>7) To identify as early as possible and resolve conflicts between the preservation of heritage resources and alternative land uses by integrating the preservation of heritage resources into the comprehensive planning, management and development processes for both public and private property;</li> <li>8) To conserve valuable material and energy resources by ongoing use and maintenance of the existing built environment;</li> <li>9) To stabilize neighborhoods through the preservation of heritage resources and establishment of heritage resource districts; and</li> <li>10) To develop and maintain appropriate settings and environments for heritage resources (Ord. 2623-99 § 1; prior zoning code § 19.80.005).</li> </ol>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The City of Santa Clara adopted the <i>City of Santa Clara 2010–2035 General Plan</i> in November 2010. The plan includes the following goals and policies related to cultural resources:</p> <p><b>Goals and Policies</b></p> <p><i>Prerequisites</i></p> <ul style="list-style-type: none"> <li>▪ Policy 5.1.1-P22: Prior to 2023, comprehensively update the City's list of Architecturally or Historically Significant Properties (Appendix 8.9), including evaluation of historic significance and statement of historic context for historic resources.</li> </ul> <p><i>General Land Use Policies</i></p> <ul style="list-style-type: none"> <li>▪ Policy 5.3.1-P4: Encourage new development that meets the minimum intensities and densities specified in the land use classifications or as defined through applicable Focus Area, Neighborhood Compatibility or Historic Preservation policies of the General Plan.</li> <li>▪ Policy 5.3.1-P20: Encourage uses and development on City-owned and leased land that is consistent with the General Plan land use classification or applicable Focus Area, Neighborhood Compatibility or Historic Preservation Policies.</li> </ul> <p><i>El Camino Real Focus Area Goals</i></p> <ul style="list-style-type: none"> <li>▪ Goal 5.4.1-G2: High quality design that respects the scale and character of adjacent residential neighborhoods and historic resources and creates a walkable environment.</li> <li>▪ Goal 5.4.2-P7: Apply the General Plan Transition and Historic Preservation policies for new development at the edges of Downtown in order to respect the scale and character of the adjacent historic Old Quad neighborhood.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Goal 5.4.2-P17: Promote pedestrian-friendly streetscapes with trees, benches, outdoor seating, kiosks, amenities, banners and signature signage, and landscaping that reflect the historic neighborhood character.</li> </ul> <p><i>Discretionary Use Goals and Policies</i></p> <ul style="list-style-type: none"> <li>▪ Goal 5.5.1-G2: Flexibility in permitted land uses, densities and intensities to support General Plan Major Strategies and goals and policies for Focus Areas, Historic Preservation, Mobility and Transportation, and Environmental Quality.</li> <li>▪ Policy 5.5.1-P12: For City historically or architecturally significant properties, listed in Appendix 8.9, allow alternate uses from those on the General Plan Land Use Diagram in order to encourage preservation of the resource, provided that the alternate use is compatible with planned uses on neighboring properties and consistent with other applicable General Plan policies.</li> </ul> <p><i>Historic Preservation Goals and Policies</i></p> <p>Historic Preservation Goals and policies are applicable to the City's historic resources in order to provide the basis for their protection, reuse and identification in the City. These resources include historic structures, like the Berryessa Adobe, the Harris-Lass Historic Preserve and the Santa Clara Railroad Depot, as well as some of the City's historic homes in areas like the Old Quad. Appendix 8.9 includes the City's list of Architecturally or Historically Significant Properties.</p> <ul style="list-style-type: none"> <li>▪ Goal 5.6.1-G1: Preservation of historic resources and neighborhoods.</li> <li>▪ Goal 5.6.1-G2: Public awareness of the City's historic preservation programs.</li> <li>▪ Goal 5.6.1-G3: Changes and maintenance of historic resources that retain the integrity of the property and its historic value.</li> <li>▪ Policy 5.6.1-P1: Discourage the demolition or inappropriate alterations of historic buildings and ensure the protection of historic resources through the continued enforcement of codes and design guidelines.</li> <li>▪ Policy 5.6.1-P2: Protect the historic integrity of designated historic properties and encourage adaptive reuse when necessary to promote preservation.</li> <li>▪ Policy 5.6.1-P3: Protect historic resources from demolition, inappropriate alterations and incompatible development.</li> <li>▪ Policy 5.6.1-P4: Use the City's Criteria for Local Significance as the basis for designating historic resources and review proposed changes to these resources for consistency with the Secretary of Interior Standards and California Historic Building Code.</li> <li>▪ Policy 5.6.1-P5: Promote the use of the preservation standards outlined in the current Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings, for properties listed, or eligible for listing, on the City's list of Architecturally or Historically Significant Properties.</li> <li>▪ Policy 5.6.1-P6: Promote an active program to identify, interpret and designate the City's historic properties, including the evaluation of resources over 50 years old to determine eligibility for the City's list of Architecturally or Historically Significant Properties.</li> <li>▪ Policy 5.6.1-P7: Encourage programs that provide incentives and leverage public and private resources, to promote historic preservation, maintenance and adaptive reuse by property owners, such as Mills Act Contracts for tax benefits, tax credits and zero or low-interest loans for income-qualified residents.</li> <li>▪ Policy 5.6.1-P8: Coordinate historic preservation efforts with other agencies and organizations, including the Chamber of Commerce, Santa Clara County Historical and Genealogical Society, and other historical organizations.</li> <li>▪ Policy 5.6.1-P9: Facilitate public outreach, education, and information regarding historic preservation through the City's Historical and Landmarks Commission.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 5.6.1-P10: Update and maintain the City’s list of Architecturally or Historically Significant Properties, and associated State Department of Parks and Recreation forms, as an Appendix to the General Plan.</li> </ul> <p><i>Areas of Historic Sensitivity Goals and Policies</i></p> <p>The area immediately surrounding historic resources contributes to the setting for the resource. It is important to review any changes in these areas with that in mind. The following goals and policies provide direction for all properties within a radius of 100 feet to City, State, or federally listed historic resources in the City. Relevant policies regarding transitions between uses may be found in Section 5.4: Neighborhood Compatibility. Appendix 8.9 includes an illustration of the Areas of Sensitivity for Agnew Village and the Old Quad (Figure 8.9-2).</p> <ul style="list-style-type: none"> <li>▪ Goal 5.6.2-G1: New development that is compatible with nearby historic resources.</li> <li>▪ Goal 5.6.2-G2: Preservation of the neighborhood context for historic resources.</li> <li>▪ Policy 5.6.2-P1: Evaluate any proposed changes to properties within 100 feet of historic resources on the City’s list of Architecturally or Historically Significant Properties for potential negative effects on the historic integrity of the resource or its historic context.</li> <li>▪ Policy 5.6.2-P2: Require that changes to properties that contribute to the context of a historic resource are compatible in scale, materials, design, height, mass and use with the historic resource or its context.</li> <li>▪ Policy 5.6.2-P3: Strengthen the character and historic context of the Old Quad historic neighborhood through streetscape design, amenities and street tree planting.</li> <li>▪ Policy 5.6.2-P4: Work with Santa Clara University to improve compatibility between University-owned properties and nearby historic resources.</li> <li>▪ Policy 5.6.2-P5: Work with off-campus housing providers to ensure that maintenance and operational provisions that protect nearby historic resources are implemented.</li> <li>▪ Policy 5.6.2-P6: Provide notification and information to owners and developers of properties near historic resources in order to increase awareness of potential constraints on new development and/or uses.</li> </ul> <p><i>Archaeological and Cultural Resources Goals and Policies</i></p> <p>The City of Santa Clara is rich with archaeological and paleontological resources. These resources include the Santa Clara Mission, Native American burial grounds, the Berryessa Adobe and many others. The following Goals and Policies ensure that these resources are protected, now and into the future, and that appropriate mitigation measures to unforeseen impacts are enforced.</p> <ul style="list-style-type: none"> <li>▪ Goal 5.6.3-G1: Protection and preservation of cultural resources, as well as archaeological and paleontological sites.</li> <li>▪ Goal 5.6.3-G2: Appropriate mitigation in the event that human remains, archaeological resources or paleontological resources are discovered during construction activities.</li> <li>▪ Policy 5.6.3-P1: Require that new development avoid or reduce potential impacts to archaeological, paleontological and cultural resources.</li> <li>▪ Policy 5.6.3-P2: Encourage salvage and preservation of scientifically valuable paleontological or archaeological materials.</li> <li>▪ Policy 5.6.3-P3: Consult with California Native American tribes prior to considering amendments to the City’s General Plan.</li> <li>▪ Policy 5.6.3-P4: Require that a qualified paleontologist/archaeologist monitor all grading and/or excavation if there is a potential to affect archeological or paleontological resources, including sites within 500 feet of natural water courses and in the Old Quad neighborhood.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy 5.6.3-P5: In the event that archaeological/paleontological resources are discovered, require that work be suspended until the significance of the find and recommended actions are determined by a qualified archaeologist/paleontologist.</li> <li>▪ Policy 5.6.3-P6: In the event that human remains are discovered, work with the appropriate Native American representative and follow the procedures set forth in State law.</li> </ul> <p>Appendix 8.9 - Historic Preservation And Resource Inventory</p> <p>Table 8.9-1 and Figure 8.9-1 identify the names and locations of the historic properties in the City of Santa Clara. In addition, this Appendix includes a depiction of the Areas of Historic Sensitivity, defined as 100 feet from the property line of an identified historically significant property. Figure 8.9-2 shows this 100-foot area around historic properties in the Old Quad and Agnew neighborhoods where a number of the City's resources are located.</p> <p>Appendix 8.10 - Heritage Tree Inventory</p> <p>Heritage Tree Inventory as adopted by the City.</p>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The City of San Jose adopted the <i>Envision San José 2040 General Plan</i> in 2011 and last amended it in 2018. The plan includes the following goals, policies, and actions related to cultural resources:</p> <p>General Goals</p> <ul style="list-style-type: none"> <li>▪ Goal ER-10 Archaeology and Paleontology: Preserve and conserve archaeologically significant structures, sites, districts and artifacts in order to promote a greater sense of historic awareness and community identity.</li> <li>▪ Policy ER-10.1 For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.</li> <li>▪ Policy ER-10.2 Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon their discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.</li> <li>▪ Policy ER-10.3 Ensure that City, State, and Federal historic preservation Laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.</li> <li>▪ Action ER-10.4 The City will maintain a file of archaeological and paleontological survey reports by location to make such information retrievable for research purposes over time.</li> </ul> <p>Historic Preservation</p> <ul style="list-style-type: none"> <li>▪ Goal LU-13 Landmarks and Districts: Preserve and enhance historic landmarks and districts in order to promote a greater sense of historic awareness and community identity and contribute toward a sense of place.</li> <li>▪ Policy LU-13.1: Preserve the integrity and fabric of candidate or designated Historic Districts.</li> <li>▪ Policy LU-13.2: Preserve candidate or designated Landmark buildings, structures and historic objects, with first priority given to preserving and rehabilitating them for their historic use, second to preserving and rehabilitating them for a new use, or third to rehabilitation and relocation on-site. If the City concurs that no other option is feasible,</li> </ul>

Plan and Policies	Summary
	<p>candidate or designated landmark structures should be rehabilitated and relocated to a new site in an appropriate setting.</p> <ul style="list-style-type: none"> <li>▪ Policy LU-13.3: For landmark structures located within new development areas, incorporate the landmark structures within the new development as a means to create a sense of place, contribute to a vibrant economy, provide a connection to the past, and make more attractive employment, shopping, and residential areas.</li> <li>▪ Policy LU-13.4: Require public and private development projects to conform to the adopted City Council Policy on the Preservation of Historic Landmarks.</li> <li>▪ Policy LU-13.5: Evaluate areas with a concentration of historically and/or architecturally significant buildings, structures, or sites and, if qualified, preserve them through the creation of Historic Districts.</li> <li>▪ Policy LU-13.6: Ensure modifications to candidate or designated landmark buildings or structures conform to the Secretary of the Interior's Standards for Treatment of Historic Properties and/or appropriate State of California requirements regarding historic buildings and/or structures, including the California Historical Building Code.</li> <li>▪ Policy LU-13.7: Design new development, alterations, and rehabilitation/remodels within a designated or candidate Historic District to be compatible with the character of the Historic District and conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties, appropriate State of California requirements regarding historic buildings and/or structures (including the California Historical Building Code) and to applicable historic design guidelines adopted by the City Council.</li> <li>▪ Policy LU-13.8: Require that new development, alterations, and rehabilitation/remodels adjacent to a designated or candidate landmark or Historic District be designed to be sensitive to its character.</li> <li>▪ Policy LU-13.9: Promote the preservation, conservation, rehabilitation, restoration, reuse, and/ or reconstruction, as appropriate, of contextual elements [e.g., structures, landscapes, street lamps, street trees, sidewalk design, signs) related to candidate and/or landmark buildings, structures, districts, or areas.</li> <li>▪ Policy LU-13.10: Ensure City public works projects (street lights, street tree plantings, sidewalk design, etc.) promote, preserve, or enhance the historic character of Historic Districts.</li> <li>▪ Policy LU-13.11: Maintain and update an Historic Resources Inventory in order to promote awareness of these community resources and as a tool to further their preservation. Give priority to identifying and establishing Historic Districts.</li> <li>▪ Policy LU-13.12: Develop and encourage public/public and public/private partnerships as a means to support, expand, and promote historic preservation.</li> <li>▪ Policy LU-13.13: Foster the rehabilitation of buildings, structures, areas, places, and districts of historic significance. Utilize incentives permitting flexibility as to their uses: transfer of development rights; tax relief for designated landmarks and districts; easements; alternative building code provisions for the reuse of historic structures; and financial incentives.</li> <li>▪ Policy LU-13.14: Advocate for the continuation and appropriate expansion of Federal and State tax and/or other incentives for the rehabilitation and/or restoration of historically or architecturally significant buildings, structures, areas, and/or places.</li> <li>▪ Policy LU-13.15: Implement City, State, and Federal historic preservation laws, regulations, and preservation goals and policies and their implications early in the development process.</li> <li>▪ Policy LU-13.16: Alert property owners, land developers, and the building industry to historic preservation goals and policies and their implications early in the development process.</li> </ul>



Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Action LU-13.17: Amend the City's Historic Preservation Ordinance to specify that a Contributing Structure to a City Historic District is eligible for consideration of a Mills Act contract and to require Historic Preservation Permits and/or Adjustments for modifications to buildings, structures, and/or sites in a National Register Historic District.</li> <li>▪ Action LU-13.18: Explore establishing a grant program for historic preservation, potentially partnering with Preservation Action Council San Jose, History San Jose, or other organizations.</li> <li>▪ Action LU-13.19: Continue to identify landmarks, landmark districts and Conservation Areas on the Land Use/Transportation Diagram as Areas of Historic Sensitivity.</li> <li>▪ Action LU-13.20: Explore funding options and techniques to proactively conduct additional historic surveys and to maintain and update the City's Historic Resources Inventory. As funding allows, undertake comprehensive area-wide surveys of the City to identify potential Historic Districts. Cultural Landscapes at the City's edge, and significant buildings and/or structures, including Traditional Cultural Properties.</li> <li>▪ Action LU-13.21: Implement strategic General Plan and zoning changes as indicated by federal, state or municipal "Historic" or "Conservation Area" designations, in order to maintain neighborhood vitality and character and to preserve the integrity of historic structures located within those neighborhoods. To preserve predominantly single-family historic neighborhoods, rezone residential structures located in these areas to a single-family zoning designation.</li> <li>▪ Action LU-13.22: Require the submittal of historic reports and surveys prepared as part of the environmental review process. Materials shall be provided to the City in electronic form once they are considered complete and acceptable.</li> <li>▪ Action LU-13.23: Maintain a file of historic survey reports by location by the City of San Jose to make the information retrievable for research purposes.</li> <li>▪ Action LU-13.24: For vacant lands at the edge of the Urban Growth Boundary in the Almaden, Alviso, and Coyote Planning Areas, require investigation during the development review process to determine whether significant Cultural Landscapes or Traditional Cultural Properties eligible for the National Register of Historic Places may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.</li> <li>▪ Goal LU-14 Historic Structures of Lesser Significance: Preserve and enhance historic structures of lesser significance (i.e., Structures of Merit, Identified Structures, and particularly Historic Conservation Areas) as appropriate, so that they remain as a representation of San Jose's past and contribute to a positive identity for the City's future.</li> <li>▪ Policy LU-14.1: Preserve the integrity and enhance the fabric of areas or neighborhoods with a cohesive historic character as a means to maintain a connection between the various structures in the area.</li> <li>▪ Policy LU-14.2: Give high priority to the preservation of historic structures that contribute to an informal cluster or a Conservation Area; have a special value in the community; are a good fit for preservation within a new project; have a compelling design and/or an important designer: etc.</li> <li>▪ Policy LU-14.3: Design new development, alterations, and rehabilitation/remodels in Conservation Areas to be compatible with the character of the Conservation Area. In particular, projects should respect character defining elements of the area that give the area its identity. These defining characteristics could vary from area to area and could include density, scale, architectural consistency, architectural variety, landscape, etc.</li> <li>▪ Policy LU-14.4: Discourage demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by pursuing the alternatives of rehabilitation re-use on the subject site, and/or relocation of the resource.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy LU-14.5: Continue and strengthen enforcement programs, such as those addressing vacant buildings, to promote the maintenance and survival of all classes of the city's historic and cultural resources.</li> <li>▪ Policy LU-14.6: Consider preservation of Structures of Merit and Contributing Structures in Conservation Areas as a key consideration in the development review process. As development proposals are submitted, evaluate the significance of structures, complete non-Historic American Building Survey level of documentation, list qualifying structures on the Historic Resources Inventory, and consider the feasibility of incorporating structures into the development proposal, particularly those structures that contribute to the fabric of Conservation Areas.</li> <li>▪ Policy LU-14.7: Ensure City public works projects [street lights, street tree planting, sidewalk design, etc.] promote, preserve, or enhance the historic character of Conservation Areas.</li> <li>▪ Policy LU-14.8: Perform modifications to the exterior of any building or structure located in a Conservation Area in a manner consistent with any and all design guidelines approved or accepted by the City Council for the preservation of historic buildings or structures.</li> <li>▪ Action LU-14.9: Amend applicable design guidelines and City policies to add flexibility in the development review process (for example, with regulations related to parking, independently accessible private open spaces, requirement for units to be attached, etc.) to encourage the preservation, conservation, rehabilitation, reuse, or relocation of historic resources consistent with the character and needs of the surrounding properties and uses.</li> <li>▪ Goal LU-15 - Public Awareness: Increase public awareness and understanding of the history of San Jose, historic preservation, and its importance to the economic and cultural vitality of the City.</li> <li>▪ Policy LU-15.1: Encourage widespread public participation in the identification and designation of historically or culturally significant buildings, structures, sites, areas, and/or places to update and maintain the City's Historic Resources Inventory.</li> <li>▪ Policy LU-15.2: Foster a community sense of stewardship and personal responsibility for all historic and cultural resources.</li> <li>▪ Policy LU-15.3: Encourage public accessibility and/or use of City Landmark, California Register, and National Register buildings, structures, areas, places, and sites, even if only for temporary or special events.</li> <li>▪ Policy LU-15.4: Educate/inform the public of the importance of San Jose's strong historic connections to past industry. To serve as a link between San Jose's present and past, preserve historical resources from agriculture to high-tech whenever possible, feasible, and appropriate.</li> <li>▪ Action LU-15.5: Work with neighborhood groups and historic preservation advocacy groups on events, materials, and efforts to educate the public on the positive benefits of historic preservation generally and in specific neighborhoods.</li> <li>▪ Action LU-15.6: Expand resources such as historic maps, historic markers, or self-guided walking tours as a means to promote and celebrate historic preservation in San Jose.</li> <li>▪ Goal LU-16 Sustainable Practices: Preserve, conserve, and/or rehabilitate historic structures as a means to achieve the City of San Jose's environmental, economic, and fiscal sustainability goals.</li> <li>▪ Policy LU-16.1: Integrate historic preservation practices into development decisions based upon fiscal, economic, and environmental sustainability.</li> <li>▪ Policy LU-16.2: Evaluate the materials and energy resource consumption implications of new construction to encourage preservation of historic resources.</li> </ul>

Plan and Policies	Summary
	<ul style="list-style-type: none"> <li>▪ Policy LU-16.3: Encourage sustainable energy, water, and material choices that are historically compatible as part of the preservation, conservation, rehabilitation, and/or reuse of historical resources.</li> <li>▪ Policy LU-16.4: Require development approvals that include demolition of a structure eligible for or listed on the Historic Resources Inventory to salvage the resource's building materials and architectural elements to allow re-use of those elements and materials and avoid the energy costs of producing new and disposing of old building materials.</li> <li>▪ Policy LU-16.5: Utilize the aesthetic and cultural qualities of historic resources of all types as means of promoting San Jose as a place to live, work and visit consistent with the City's economic development goals.</li> <li>▪ Action LU-16.6: Explore the revision of the Construction and Demolition Diversion Deposit (CDDD) program to eliminate the deposit requirement for projects proposing rehabilitation of a historic landmark, a property in a Historic District, or the conservation of more than 75% of a Structure of Merit or structure in a Conservation Area.</li> <li>▪ Action LU-16.7: Work with agencies, organizations, property owners, and business interests to develop and promote heritage tourism opportunities as an economic development tool.</li> </ul>
<p><i>Midtown Specific Plan (1992)</i></p>	<p>The City of San Jose adopted the <i>Midtown Specific Plan</i> in 1992. The plan includes the following objectives and policies related to cultural resources:</p> <p>Task Force Objectives</p> <ul style="list-style-type: none"> <li>▪ Land Use: (4) Introduce land uses that complement the existing character of adjacent single-family neighborhoods; ensure that new development immediately adjacent to these neighborhoods has a similar height, scale and orientation as the historic fabric of single-family homes; (7) Retain historic elements and features that convey the unique history and role of Midtown, and incorporate them within new development in a meaningful and viable manner.</li> </ul> <p>Land Use and Urban Design</p> <ul style="list-style-type: none"> <li>▪ Cahill East Subarea Policy 3.6: Cahill Station should be enhanced as a major historic and visual landmark within the Cahill East subarea.</li> <li>▪ Public/Quasi-Public (PQP) Designated Land Compatibility with Cahill Station: Special consideration should be given to ensure that all development located adjacent to Cahill Station employs architectural treatments and materials that are compatible and complementary with the historic Cahill Station.</li> <li>▪ Public Parking Facilities: Public parking structures built along Cahill Street should be designed in a manner compatible with the historic station structure, utilizing an architectural treatment on the building facade that screens views to automobiles and creates a complementary building rhythm.</li> <li>▪ Lincoln-Auzerais Subarea Policy 5.5: The Del Monte water tower should be preserved as a major visual landmark within the area.</li> </ul> <p>Implementation</p> <ul style="list-style-type: none"> <li>▪ Objective 4: The preservation of historic resources should be encouraged wherever practicable.</li> <li>▪ Policy 4.1: The Midtown Specific Plan provides flexibility in use and density/intensity of uses to facilitate the preservation of historic resources, as set forth in Discretionary Alternate Use Policy #3 in the Horizon 200 General Plan.</li> <li>▪ Policy 4.2: Businesses located in historic structures, whether designated a landmark or not, are encouraged to continue their operations.</li> </ul>

Plan and Policies	Summary
<p><i>Tamien Station Area Specific Plan (1995)</i></p>	<p>The City of San Jose adopted the Tamien Station Area Specific Plan on March 21, 1995. The plan includes the following objectives and policies related to cultural resources:</p> <p>Task Force Objectives</p> <ul style="list-style-type: none"> <li>▪ Land Use Constraints: (2) Archaeological and cultural resources may limit the location and extent of new development to preserve or avoid damaging these resources.</li> </ul> <p>Implementation</p> <ul style="list-style-type: none"> <li>▪ Archaeological Resources Mitigation: New development on larger parcels should be required to conduct mechanical archaeological testing and, if necessary, more detailed in-field hand excavation and archaeological monitoring if resources are discovered.</li> <li>▪ Historic Preservation Mitigation: The Italian Gardens complex should be added to the City’s Historic Resources Inventory. In addition, the Historic Landmarks Commission should consider designating this site as an Historic Landmark.</li> <li>▪ Italian Gardens- Historic Preservation: Any modification or removal of Italian Gardens complex buildings should be allowed only after the preparation of a more detailed Historic Resources Report which will expand on the initial analysis prepared for the specific plan EIR.</li> </ul>

*Sources: City of Belmont 2017a, 2017b; City of Brisbane 1994; City of Burlingame 2018a, 2019; City of Menlo Park 2012, 2013, 2016; City of Millbrae 1998, 2016a; City of Mountain View 2012, 2019; City of Palo Alto 2017a; City of Sunnyvale 2011; City of Redwood City 2010, 2016; City of San Bruno 2009; City of San Carlos 2009; City and County of San Francisco 2018b; City of San Jose 1992, 1995, 2018; City of San Mateo 2009, 2011b, 2015c; City of Santa Clara 2010; City of South San Francisco 2014b; County of San Mateo 2013a; County of Santa Clara 1994; Town of Atherton 2020*

Authority = California High-Speed Rail Authority  
 CEQA = California Environmental Quality Act  
 FRA = Federal Railroad Administration  
 HSR = high-speed rail

## Regional Growth

**Table 16 Regional and Local Plans and Policies Relevant to Regional Growth**

Policy Title	Summary
<b>Regional</b>	
<p><i>Plan Bay Area 2040</i> (2017)</p>	<p>The Association of Bay Area Governments and the Metropolitan Transportation Commission adopted the <i>Plan Bay Area 2040</i> as the Bay Area's long-term regional transportation and land use blueprint in July 2017. The plan focuses growth and development in nearly 200 priority development areas, which are existing neighborhoods served by public transit that have been identified as appropriate for additional, compact transit-oriented development. One of these priority development areas is the industrial and vacant lands in Brisbane between Bayshore Boulevard on the west and US 101 on the east.</p> <p>The following economic development actions are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Increase transportation access to growing and potential job centers: broaden core capacity transit study partnership to cover a larger geography to plan for major transportation capital investments; move forward on planning efforts for a second Transbay Tube and on construction efforts for the California High Speed Rail system; continue to evaluate a means-based fare or other methods for reducing or eliminating transportation costs for lower-wage workers and students; evaluate expanded support for local transit systems that address first-mile, last-mile problems; and evaluate transportation improvements that could facilitate downtown revitalization in areas needing economic development.</li> <li>▪ Support regional growth by balancing housing, transit-oriented jobs, and industrial uses: establish criteria for Priority Production Areas to encourage local jurisdictions to plan for space needed for manufacturing, distribution and repair; assess areas that could be converted to housing or mixed use development; evaluate potential incentives that could be used to support companies that locate offices in transit-rich as opposed to auto-centric areas; and evaluate the use of last-mile transportation solutions to connect communities with warehouses and industrial jobs that cannot be located in downtowns due to land requirements.</li> </ul>
<b>City and County of San Francisco</b>	
<p><i>City of San Francisco General Plan</i> and the <i>Commerce and Industry Element</i> (2010)</p>	<p>The <i>City of San Francisco General Plan</i> was adopted in 1996, and the Commerce and Industry Element of the General Plan was updated in 2010. The following policies from the Commerce and Industry Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 1.1: Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.</li> <li>▪ Policy 3.1: Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers.</li> </ul>
<b>San Mateo County</b>	
<p><i>San Mateo County General Plan</i> and the <i>Housing Element</i> (2013, 2015)</p>	<p>The <i>San Mateo County General Plan</i> was approved in November 1986, and the goals and policies were updated in 2013. The Housing Element was updated and released in 2015. The following goals and objectives are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 7.2: Local Economies. Designate land uses in order to support and strengthen existing local economies (i.e., jobs, incomes and housing to support local populations).</li> <li>▪ Housing Element Policy HE 44: Encourage Transit-Oriented Development, Compact Housing, and Mixed-Use Development in Appropriate Locations. Encourage transit-oriented development, compact housing, and a mix of uses in appropriate locations throughout the county, such as along transit corridors and in commercial areas.</li> </ul>

Policy Title	Summary
<p><i>North Fair Oaks Community Plan (2011)</i></p>	<p>The <i>North Fair Oaks Community Plan</i> was approved in November 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.2: Promote revitalization through redevelopment of underutilized and vacant land in North Fair Oaks to create jobs and housing and support community and economic development.</li> <li>▪ Goal 6.2: Plan to accommodate future housing demand.</li> <li>▪ Goal 6.7: Promote transit-accessible housing.</li> <li>▪ Goal 8.1: Create new employment opportunities for North Fair Oaks residents.</li> </ul>
<b>City of Brisbane</b>	
<p><i>City of Brisbane General Plan (1994, 2020)</i></p>	<p>The <i>1994 General Plan, City of Brisbane</i> was adopted in June 1994. In November 2018, the City of Brisbane and the city's voters approved an amendment to the General Plan related to Brisbane Baylands. The approved General Plan amendment designates residential uses on the northwest quadrant of the site (between Schlage Lock on the north, Main Street on the south, Bayshore Boulevard on the west, and the Caltrain alignment on the east). Non-residential uses are west and east of the Caltrain alignment. The approved General Plan amendment allows up to 2,200 dwelling units, 6.5 million square feet of new commercial development, and up to 500,000 square feet of hotel development. Based on the November 2018 General Plan Amendment, the Land Use chapter was updated in January 2020. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy 8: Maintain and diversify the City's tax base, consistent with community character, in order to generate adequate revenues for City Government and sustain a healthy local economy.</li> <li>▪ Policy 9: Seek fuller employment of Brisbane residents.</li> <li>▪ Policy LU.5: Establish a mix of uses with a diversified economic base to maintain and increase tax revenues and contribute to the City's ability to provide services.</li> </ul>
<p><i>Draft Brisbane Baylands Specific Plan (2011)</i></p>	<p>The <i>Draft Brisbane Baylands Specific Plan</i> was released for review in February 2011 and is pending adoption. The specific plan was one of four concept plans considered for development of the Baylands and evaluated in the <i>Brisbane Baylands Final EIR</i>, released in May 2015. The following goals are relevant to the project and are provided for informational purposes only because the draft plan has not been formally adopted:</p> <ul style="list-style-type: none"> <li>▪ Goal 4.2: Development that contributes to the Baylands' sense of place and identity.</li> <li>▪ Goal 4.3: Regional-serving commercial development that is also convenient and beneficial to City residents, providing opportunities for employment, shopping, and entertainment, while contributing to a stable and diverse tax base for the City.</li> <li>▪ Goal 4.5: New housing development that accommodates regional housing needs with a range of affordability options and an emphasis on sustainable development.</li> </ul>
<b>City of South San Francisco</b>	
<p><i>South San Francisco General Plan and the Housing Element (1999, 2015)</i></p>	<p>The <i>South San Francisco General Plan</i> was adopted in October 1999 and the Housing Element was updated and adopted in April 2015. The following goals are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Economic Development Strategy Policy 6-G-2: Establish economic development priorities and undertake targeted investments to facilitate expansion, retention, and attraction of businesses that meet the City's economic development objectives.</li> <li>▪ Housing Element Policy 1-5: The City shall encourage a mix of residential, commercial, and office uses in the areas designated as PDAs, properties located in the South San Francisco BART Transit Village Zoning District and in proximity to BART and Caltrain stations and along El Camino Real, consistent with the Grand Boulevard Initiative.</li> </ul>

Policy Title	Summary
<b>City of San Bruno</b>	
<i>San Bruno General Plan</i> and the Housing Element (2009, 2015)	<p>The <i>San Bruno General Plan</i> was adopted in March 2009 and the Housing Element was updated and adopted in April 2015. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Economic Development Policy ED-B: Provide development opportunities that allow for establishment of jobs within San Bruno, commensurate with local residents' education and skills.</li> <li>▪ Housing Element Goal 2: Accommodate regional housing needs through a community-wide variety of residential uses by size, type, tenure, affordability, and location.</li> </ul>
<b>City of Millbrae</b>	
<i>City of Millbrae's General Plan</i> and the Housing Element (1998, 2015)	<p>The <i>City of Millbrae's General Plan</i> was adopted in November 1998 and the Housing Element was updated and adopted in May 2015. The following goals and policies from the Land Use Element and Housing Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU4: Support Economic Development and Revitalize and Enhance Commercial Areas.</li> <li>▪ Goal H3: Provide New Housing and Address Affordable Housing and Other Special Needs.</li> </ul>
<b>City of Burlingame</b>	
<i>Envision Burlingame General Plan</i> and the Housing Element (2015)	<p>The <i>Envision Burlingame General Plan</i> was adopted in 2019, and the Housing Element was adopted in January 2015. The following goals and policies from the Housing Element are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal C: Provide housing opportunities for city employees, teachers, hospital workers and others in the service industry who work in Burlingame.</li> <li>▪ Goal F: Achieve increased affordability of housing.</li> </ul>
<i>Burlingame Downtown Specific Plan</i> (2018)	<p>The <i>Burlingame Downtown Specific Plan</i> was adopted in October 2010, and amended in 2018. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU-2.1: Preserve the unique mix of retail and housing.</li> <li>▪ Goal LU-5: Ensure an economically viable downtown, with both local retailers and regional destination stores.</li> <li>▪ Goal LU-6: Promote diversity in housing type and affordability within the Downtown area.</li> </ul>
<b>City of San Mateo</b>	
<i>A Vision of San Mateo in 2030</i> and the Housing Element (2015)	<p><i>A Vision of San Mateo in 2030</i> was adopted in October 2010 and the Land Use Element was amended in 2015. The Housing Element was also published in 2015. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Land Use Goal 2a: Promote economic vitality which provides jobs for existing and future residents and maintains the City's ability to finance public improvements and human services.</li> <li>▪ Land Use Goal 2b: Develop and implement a long-term economic development plan and take actions to create financial stability for the City and high-value-added jobs for its residents.</li> <li>▪ Land Use Goal 2c: Promote an intensity of commercial activity that enhances the business climate in the city to increase the level of business types that will benefit existing commercial uses.</li> <li>▪ Housing Element Policy H 2.2: Jobs/Housing Balance. Maintain an overall balance of housing and employment within the community over the term of the Plan.</li> </ul>

Policy Title	Summary
<p><i>San Mateo Downtown Area Plan (2009)</i></p>	<p>The <i>San Mateo Downtown Area Plan</i> was adopted in May 2009. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal II: Enhance the vitality and activity of downtown by incorporating a good mix and diversity of uses.</li> <li>▪ Policy II.9: Housing in the Retail Core. Provide housing for new households that will utilize downtown businesses and is within proximity to the transit station to reduce vehicle trips and vehicle ownership.</li> </ul>
<p><i>Hillsdale Station Area Plan (2011)</i></p>	<p>The <i>Hillsdale Station Area Plan</i> was adopted in April 2011. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-2: Promote housing of a variety of types that is affordable to San Mateo residents.</li> <li>▪ Policy LU-2.4: Encourage the development of housing in appropriate locations on the Hillsdale Shopping Center property in conjunction with remodeling of Shopping Center buildings. Any redevelopment or major expansion on the site will require a Master Development Plan, per the City's <i>General Plan</i>.</li> </ul>
<p><b>City of Belmont</b></p>	
<p><i>City of Belmont General Plan (2017)</i></p>	<p>The <i>City of Belmont 2035 General Plan</i> was adopted in November 2017. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Land Use Goal 2.3: Provide balanced neighborhoods with a variety of housing types and density ranges to meet the diverse demographic, economic, and social needs of residents, while ensuring a cohesive urban form and regard for compatibility with surrounding uses and existing residential development.</li> <li>▪ Land Use Goal 2.7: Provide areas for diverse employment and business opportunities to promote diversity in Belmont's economic base.</li> </ul>
<p><i>Belmont Village Specific Plan (2017)</i></p>	<p>The <i>Belmont Village Specific Plan</i> was adopted in November 2017. This planning document anticipates that the California High Speed Rail will use the Caltrain right-of-way to build rail infrastructure to operate trains on existing Caltrain tracks. The Plan recognizes no stops are planned within the Belmont city limits. The City will continue to work with the California High Speed Rail Authority and neighboring agencies to ensure safe crossings are provided for all transportation modes and that adjacent land uses are compatible with future HSR train operation and track alignment. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal 2.1: Create a vibrant downtown that serves as the city's shopping, employment, activity, and community center, with a compact, walkable, pedestrian-scaled development that is connected to transit.</li> <li>▪ Goal 3.1: Provide a vibrant, safe, and connected street network that facilitates multi-modal movement of people within and to the Belmont Village Planning Area and ensures the citywide goal of reducing vehicle-miles travelled consistent with ABAG's <i>Plan Bay Area</i> VMT reduction targets.</li> <li>▪ Goal 3.3: Provide safe and convenient access to transit.</li> <li>▪ Policy 3.3-3: Improve access to Caltrain for all transportation modes by coordinating with the High Speed Rail Authority to ensure future improvements do not impede walking or biking to and through the station area.</li> </ul>



Policy Title	Summary
<b>City of San Carlos</b>	
<p><i>San Carlos 2030 General Plan and the Housing Element (2009, 2015)</i></p>	<p>The <i>San Carlos 2030 General Plan</i> was adopted in October 2009 and the Housing Element was adopted and amended in 2015. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LU-1.2: Encourage development of higher density housing and support additional job growth within the TOD corridor while being sensitive to surrounding uses.</li> <li>▪ Policy LU-2.5: Maintain a mixture of businesses that support the economic viability of Downtown.</li> <li>▪ Goal HOU-3: Encourage housing development located close to transit, Downtown and along El Camino Real (Planning Areas 1, 2, and 3) with high-quality, higher-density, multifamily housing.</li> <li>▪ Policy HOU-5.1: Encourage a diversity of high-quality housing in various types, locations and price ranges for present and future residents.</li> </ul>
<b>City of Redwood City</b>	
<p><i>Redwood City General Plan and the Housing Element (2010, 2014)</i></p>	<p>The <i>Redwood City General Plan</i> was adopted in October 2010 and the Housing Element was updated and adopted in 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy BE-2.4: Provide opportunities for housing development at a range of densities and housing types that provide various choices for current and future residents.</li> <li>▪ Policy BE-18.5: Encourage development and growth in the Downtown such that it serves as the city's major center of local and regional-serving retail, including encouraging relocation of retail into the Downtown core.</li> <li>▪ Policy BE-18.7: Pursue mixed-use housing and commercial development in Downtown that includes a range of housing options and affordability levels.</li> <li>▪ Goal BE-19: Provide areas for diverse employment and business opportunities with optimum commute access.</li> <li>▪ Policy BE-19.6: Maintain healthy jobs:housing ratio that supports the General Fund and its capacity to pay for essential services and programs for the city's existing and future population, while providing housing choice options for employees of local businesses.</li> <li>▪ Goal BE-23: Provide a balance of business opportunities and housing choices that make it easy for persons of all income ranges to live and work in Redwood City.</li> <li>▪ Goal H-3: Provide opportunities to meet Redwood City's share of regional housing needs for all income groups, and encourage a variety of housing types.</li> </ul>
<b>Town of Atherton</b>	
<p><i>Atherton General Plan and the Housing Element (2015, 2020)</i></p>	<p>The <i>Atherton General Plan</i> Housing Element was updated and adopted in March 2015, and the General Plan was last updated in January 2020. No goals or policies relevant to regional growth were identified within these plans.</p>
<b>City of Menlo Park</b>	
<p><i>Menlo Park General Plan (2016)</i></p>	<p>The <i>City of Menlo Park General Plan</i> was adopted in November 2016. The following goal from the Land Use Element is relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LU-5: Strengthen Downtown and the El Camino Real Corridor as a vital, competitive shopping area and center for community gathering, while encouraging preservation and enhancement of Downtown's atmosphere and character as well as creativity in development along El Camino Real.</li> </ul>

Policy Title	Summary
<b>Santa Clara County</b>	
<p><i>Santa Clara County General Plan and the Housing Element (1994, 2014)</i></p>	<p>The <i>Santa Clara County General Plan</i> was adopted in 1994 and the Housing Element was updated and adopted in June 2014. The following policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Strategy #1: Promote Compact Urban Development Patterns</li> <li>▪ C-GD 1: Most of the future urban growth of Santa Clara County should be accommodated within the existing urban areas, through infill development, rather than through expansion of the urbanized areas into hillsides and resource areas.</li> <li>▪ C-GD(i) 3: Continue support for the city's efforts to promote appropriate infill of existing vacant lands and redevelopment through their general plans, development regulations, specific plans, as well as other implementing mechanisms.</li> <li>▪ C-GD 30: Cities should make maximum use of vacant or underutilized lands within the existing urban area for application of compact and mixed use development principles. Wherever possible, expansion of the urbanized area should also incorporate such principles.</li> <li>▪ C-GD 31: Mixed land use and compact developments should be encouraged in urban areas wherever appropriate and compatible with the city plans and existing development for the purposes of enhancing community identity, creating more affordable housing, reduced auto dependency, trip reduction, and improved environmental quality.</li> <li>▪ C-GD 32: Mixed land use and compact development should be encouraged which clusters employment, residential, and the types of land uses, goods, and services customarily needed on a daily basis around transit stations, along transit corridors, and in other appropriate urban locations.</li> <li>▪ C-GD 37: Within the urban areas of Santa Clara County, a balance should be achieved and maintained between employment levels, housing supply, infrastructure capacity, and environmental quality.</li> <li>▪ C-GD 38: Increases in employment should be consistent with the following: a. the rate of housing supply increase; b. the ability of cities and districts to provide needed urban services and infrastructure without lessening levels of service to existing neighborhoods; and c. the attainment of environmental quality standards.</li> <li>▪ C-GD 40: Improved balance between employment and housing opportunities should include the need for: a) increased overall supply and more varied types of housing; b) housing costs commensurate with household income distribution; and c) increased proximity of housing to employment centers.</li> <li>▪ C-EC(i) 9: Continue to monitor the impact of job growth in reducing unemployment and underemployment in the county.</li> <li>▪ C-EC 3: Diversification in the mix of local industry should be encouraged in Santa Clara County to achieve a broader base of industrial and commercial activities in order to insulate the local economy from possible future economic downturns and to provide more lower skilled jobs.</li> <li>▪ C-EC 5: Barriers such as inadequate housing, transportation and childcare facilities that prevent individuals from obtaining employment should be reduced or eliminated.</li> <li>▪ C-EC 7: The potential impacts on businesses of all sizes should be considered in developing local government plans, policies, regulations, approval processes, and fees.</li> <li>▪ HG 1: The planning for the supply and diversity of housing in each part of the urbanized areas county [sic] shall provide for existing and expected employment and household needs and a diversity of affordability that matches the diversity of household incomes, while respecting the capacity of constructed or planned public systems and services.</li> </ul>

Policy Title	Summary
<b>City of Palo Alto</b>	
<p><i>Palo Alto Comprehensive Plan (2014, 2017)</i></p>	<p>The <i>Palo Alto Comprehensive Plan 2030</i> was adopted in November 2017 and the Housing Element was updated and adopted in November 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy L-1.3: Infill development in the urban service area should be compatible with its surroundings and the overall scale and character of the city to ensure a compact, efficient development pattern.</li> <li>▪ Policy L-2.3: As a key component of a diverse, inclusive community, allow and encourage a mix of housing types and sizes integrated into neighborhoods and designed for greater affordability, particularly smaller housing types, such as studios, co-housing, cottages, clustered housing, accessory dwelling units and senior housing.</li> <li>▪ Policy L-5.1: Foster compact employment districts developed in a way that facilitates transit, pedestrian and bicycle travel. Provide mixed uses to reduce the number of auto trips.</li> <li>▪ Policy H2.1: Identify and implement strategies to increase housing density and diversity, including mixed-use development and a range of unit styles, near community services. Emphasize and encourage the development of affordable and mixed income housing to support the city’s fair share of the regional housing needs and to ensure that the city’s population remains economically diverse.</li> </ul>
<b>City of Mountain View</b>	
<p><i>Mountain View 2030 General Plan and the Housing Element (2012, 2014)</i></p>	<p>The <i>Mountain View 2030 General Plan</i> was adopted in July 2012 and the Housing Element was updated and adopted in October 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Policy LUD 12.1: Fiscal health. Maintain and improve the City’s long-term fiscal health.</li> <li>▪ Policy LUD 12.3: Land uses and revenue. Encourage land uses that generate City revenue.</li> <li>▪ Goal LUD-13: A strong local economy that retains and attracts a variety of businesses.</li> <li>▪ Goal LUD-14: A city that is a center for innovative technologies, jobs and businesses.</li> <li>▪ Policy LUD 14.3: Business attraction. Attract innovative and emerging technology businesses to the city.</li> <li>▪ Housing Element Policy 1.3: Encourage a mix of housing types, at a range of densities, that serves a diverse population, including units serving both young and mature families, singles, young professionals, single-parent households, seniors, and both first-time and move-up buyers.</li> <li>▪ Housing Element Policy 1.4: Provide higher density housing near transit, in the Downtown, near employment centers, and within walking distance of services.</li> </ul>
<b>City of Sunnyvale</b>	
<p><i>Sunnyvale General Plan and the Housing Element and the Land Use and Transportation Element (2014, 2017)</i></p>	<p>The <i>Sunnyvale General Plan</i> was adopted in July 2011. The Land Use and Transportation Element was amended in April 2017 and the Housing Element was adopted in December 2014. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ Goal LT-11: Supportive Economic Development Environment. Facilitate an economic development environment that supports a wide variety of businesses and promotes a strong economy within existing environmental, social, fiscal, and land use constraints.</li> <li>▪ Goal LT-12: Balanced Economic Base. Develop a balanced economic base that can resist downturns of any one industry and provides revenue for City services.</li> <li>▪ Goal LT-13: Protected, Maintained, and Enhanced Commercial Areas, Shopping Centers, and Business Districts. Achieve attractive commercial centers and business</li> </ul>

Policy Title	Summary
	<p>districts and buildings that are maintained and allow a full spectrum of businesses that operate unencumbered.</p> <ul style="list-style-type: none"> <li>▪ Policy LT-13.1: Identify valuable physical characteristics and business aspects, and protect the uniqueness and integrity of all business areas and districts.</li> <li>▪ Policy HE-1.1: Encourage diversity in the type, size, price and tenure of residential development in Sunnyvale, including single-family homes, townhomes, apartments, mixed-use housing, transit-oriented development and live-work housing.</li> </ul>
<b>City of Santa Clara</b>	
<p><i>City of Santa Clara 2010–2035 General Plan (2010)</i></p>	<p>The <i>City of Santa Clara 2010–2035 General Plan</i> was adopted in November 2010. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ 5.3.1-P5: Implement a range of development densities and intensities within General Plan land use classification requirements to provide diversity, use land efficiently and meet population and employment growth.</li> <li>▪ 5.3.1-P13 Support high density and intensity development within a quarter-mile of transit hubs and stations and along transit corridors.</li> <li>▪ 5.3.2-P1 Encourage the annual construction of the housing units necessary to meet the City's regional housing needs assessment by reducing constraints to housing finance and development.</li> <li>▪ 5.3.3-G1: A variety of retail, commercial and neighborhood office uses throughout the City, consistent with the intensities defined in the commercial land use classifications.</li> <li>▪ 5.3.3-P1: Provide a mix of retail and commercial uses to meet the needs of local customers and draw patrons from the greater region.</li> <li>▪ 5.3.5-P1: Work with existing Santa Clara businesses to retain and expand employment opportunities and strengthen the existing tax base.</li> <li>▪ 5.3.5-P2: Encourage existing businesses that may be displaced by new development to relocate within Santa Clara.</li> </ul>
<b>City of San Jose</b>	
<p><i>Envision San José 2040 General Plan (2018)</i></p>	<p>The City of San Jose adopted the <i>Envision San José 2040 General Plan</i> in 2011, and updated it in 2018. The following goals and policies are relevant to the project:</p> <ul style="list-style-type: none"> <li>▪ IE-1.2: Plan for the retention and expansion of a strategic mix of employment activities at appropriate locations throughout the City to support a balanced economic base, including industrial suppliers and services, commercial/retail support services, clean technologies, life sciences, as well as high technology manufacturers and other related industries.</li> <li>▪ IE-1.4: Manage land uses to enhance employment lands to improve the balance between jobs and workers residing in San José. Strive to achieve a minimum ratio of 1.3 jobs/employed resident to attain fiscal sustainability for the City.</li> <li>▪ IE-1.5: Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale.</li> <li>▪ Goal IE-2: Business Growth and Retention: Promote San José as an employment center. Nurture existing and attract new companies of all sizes (large anchor companies, emerging growth companies, small businesses) in industries that will drive the job and revenue growth for our City and regional economy.</li> <li>▪ IE-2.5: Provide business assistance and support to facilitate job creation, develop new businesses, spur private investment, and promote industry growth.</li> <li>▪ Goal IE-6: Broad Economic Prosperity: Provide widespread access to diverse employment and training opportunities in San José and strive to increase job growth,</li> </ul>

Policy Title	Summary
	<p>particularly jobs that provide self-sufficient wages and health care benefits, to allow the community to broadly share in the region’s prosperity.</p> <ul style="list-style-type: none"> <li>▪ FS-3.3: Promote land use policy and implementation actions that increase the ratio of Jobs to Employed Residents to improve our City’s fiscal condition, consistent with economic development and land use goals and policies. Maintain or enhance the City’s net total employment capacity collectively through amendments made to this General Plan in each Annual Review process.</li> <li>▪ FS-3.13: Encourage other cities within the region to take on a greater share of the region’s housing needs to promote an improved regional jobs-housing balance.</li> <li>▪ LU-1.1: Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City’s jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.</li> <li>▪ LU-2.1: Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.</li> <li>▪ LU-2.2: Include within the Envision General Plan Land Use/ Transportation Diagram significant job and housing growth capacity within the following identified Growth Areas: Downtown, Specific Plan Areas, North San Jose, Employment Lands, Urban Villages: BART/Caltrain Station Areas, Urban Villages: Transit / Commercial Corridors, Urban Villages: Commercial Centers, and Urban Villages: Neighborhood Urban Villages</li> <li>▪ LU-2.3: To support the intensification of identified Growth Areas, and to achieve the various goals related to their development throughout the City, restrict new development on properties in non-Growth Areas.</li> </ul>

Sources: ABAG and MTC 2017; City and County of San Francisco 2010c; City of Belmont 2017a, 2017b; City of Brisbane 1994, 2011, 2020b; City of Burlingame 2015, 2018a; City of Menlo Park 2016; City of Millbrae 1998, 2015; City of Mountain View 2012, 2014a; City of Palo Alto 2014, 2017a; City of Redwood City 2010, 2014; City of San Bruno 2009, 2015; City of San Carlos 2009, 2015; City of San Jose 2018; City of San Mateo 2009, 2011a, 2015c, 2015d; City of Santa Clara 2010; City of South San Francisco 1999, 2015a; City of Sunnyvale 2014, 2017; County of San Mateo 2011, 2013a, 2015; County of Santa Clara 1994, 2014; Town of Atherton 2015a, 2020

ABAG = Association of Bay Area Governments  
 BART = Bay Area Rapid Transit  
 MTC = Metropolitan Transportation Commission  
 PDA = Planned Development Area  
 TOD = transit-oriented development  
 VMT = vehicle miles traveled

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