Initial Study

435 East 3rd Avenue Mixed-Use Project

prepared by

CITY OF SAN MATEO CALIFORNIA

In Consultation with

50 YEARS EST. 1972 DAVID J. POWERS & ASSOCIATES, INC. ENVIRONMENTAL CONSULTANTS & PLANNERS

October 2022

CITY OF SAN MATEO

Mitigated Negative Declaration

Pursuant to Section 21000 et seq of the Public Resources Code and the City of San Mateo Environmental Review Guidelines and Procedures, a Mitigated Negative Declaration is hereby granted for the following project:

1. Project Title and Number:	435 East 3rd Avenue Mixed-Use Project, PA21-081
2. Lead Agency Name and Address:	City of San Mateo, Planning Division 330 W. 20th Avenue, San Mateo, CA 94403
3. Contact Person and Phone Number:	Rendell Bustos, Senior Planner rbustos@cityofsanmateo.org (650) 522-7211
4. Project Location and APNs:	435 East 3rd Avenue (APN: 034-181-160)
5. Project Sponsor's Name & Address:	Windy Hill Property Ventures 530 Emerson Street, Suite 150 Palo Alto, California, 94301
6. General Plan Designation:	Downtown Retail Core Support
7. Zoning:	CBD/S-Central Business District Support
8. Description of Project:	The project proposes to construct a five-story, approximately 39,893 square-foot mixed-use office and residential building.

FINDING

The Planning Manager finds the project described above will not have a significant effect on the environment in that the attached Initial Study identifies one or more potentially significant effects on the environment for which the project applicant, before public release of this draft Mitigated Negative Declaration (MND), has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

A. AESTHETICS - The project will not have a significant impact on this resource; therefore, no mitigation is required.

B. AGRICULTURE AND FOREST RESOURCES - The project will not have a significant impact on this resource; therefore, no mitigation is required.

C. AIR QUALITY - The project will not have a significant impact on this resource; therefore, no mitigation is required.

D. BIOLOGICAL RESOURCES

MM BIO-1.1: Prior to the issuance of the first building permit, grading permit, or site development permit for tree removal (whichever occurs first), the applicant shall submit a phasing plan to the City's Planning Division with a schedule of both on-site and off-site demolition and construction activities to review the activities that may occur during the nesting season subject to the satisfaction of the Community Development Director, or his/her designee. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1 through August 31 (inclusive).

MM BIO-1.2: (A) If any tree removal, demolition, or construction activities are scheduled during the nesting season, between February 1 and August 31 (inclusive), the applicant shall engage a qualified ornithologist to complete a pre-construction survey for nesting birds to ensure that no nests are disturbed during demolition or construction. During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. This survey shall be completed no more than 14 days prior to the initiation of any construction or demolition activities during the early part of the breeding season (February 1 through April 30 inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1 through August 31 inclusive).

If an active nest is found sufficiently close to work areas to be disturbed by construction (typically 300 feet for raptors and 100 feet for other species), the ornithologist, in consultation with the California Department of Fish and Wildlife, shall determine the extent of a construction free buffer zone to be established around the nest to ensure that bird nests shall not be disturbed during project construction.

(B) Prior to each phase of demolition and construction, the ornithologist shall submit a report identifying designated buffer zones to the City's Planning Division subject to the satisfaction of the Director of Community Development, or his/her designee.

E. CULTURAL RESOURCES

MM CUL-2.1: Prior to the issuance of any demolition, grading or building permit involving ground-disturbing activities (whichever occurs first), the project applicant shall hire a qualified Professional Archaeologist and Native American Monitor to develop a Worker's Environmental Awareness Program (WEAP) to train the construction crew on the legal requirements for the treatment of cultural resources as well as procedures to follow in the event of a cultural resources discovery. This training program shall be given to the crew before ground disturbing work commences and shall include handouts to be given to new workers.

MM CUL-2.2: The applicant shall note on all construction plans that require ground disturbing activities that there is a potential for exposing buried cultural resources including prehistoric Native American burials.

MM CUL-2.3: A Professional Archaeologist and Native American Monitor shall be present during all ground-disturbing activities. If any prehistoric or significant historic period cultural materials are exposed during construction grading and/or excavation whether on-site or off-site, the applicant shall halt all construction activities within 50 feet of the find, and the Professional Archaeologist shall provide identification, evaluation, and further recommendations consistent with CEQA and City of San Mateo requirements.

If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource under CEQA, the applicant shall notify the Community Development Director, or his/her designee, and provide avoidance, preservation in-place, recordation, additional archaeological testing and data recovery measures to reduce impacts to a less than significant level. The applicant shall also complete a formal Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) that includes data recovery if significant archaeological deposits are exposed during ground disturbing construction. The applicant shall submit the

AMP and/or ATP to the City's Planning Division subject to the satisfaction of the Community Development Director, or his/her designee. Development and implementation of the AMP and ATP and treatment of significant cultural resources will be determined by the applicant in consultation with the California Office of Historic Preservation and the City of San Mateo.

MM CUL-3.1: In the event that human remains are discovered during excavation and/or grading whether on-site or within the public right-of-way, the applicant shall halt all activity within a 50-foot radius of the find and notify the Community Development Director, or his/her designee. The applicant shall also immediately notify San Mateo County Coroner to have a determination made as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. Treatment of human remains and any associated or unassociated funerary objects discovered during any soil-disturbing activity within the project site shall comply with applicable State laws (i.e., Native American burials, Chapter 1492, Section 7050.5 to the Health and Safety Code, Sections 5097.94, 5097.98 and 5097.99 of the Public Resources Code). If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

F. ENERGY - The project will not have a significant impact on this resource; therefore, no mitigation is required.

G. GEOLOGY AND SOILS - The project will not have a significant impact on this resource; therefore, no mitigation is required.

H. GREENHOUSE GAS EMISSIONS - The project will not have a significant impact on this resource; therefore, no mitigation is required.

I. HAZARDS AND HAZARDOUS MATERIALS

MM HAZ-2.1: To reduce the potential for construction worker and nearby sensitive receptor exposure to hazardous materials (Asbestos Containing Materials (ACMs), lead-based paints, and polychlorinated biphenyls (PCBs)), the applicant shall implement the following measures prior to and during demolition and construction:

(A) Prior to issuance of a demolition permit, the applicant shall submit a PCB Screening Assessment Form to the Building Division. If on-site buildings do contain PCBs that exceed threshold limits, the applicant shall follow applicable federal and state laws, which includes reporting to the

Environmental Protection Agency, Regional Water Quality Control Board, and Department of Toxic Substances Control, who may require additional sampling and abatement of PCBs. As required under the Toxic Substances Control Act (TSCA), all building materials containing PCBs at levels greater than 50 parts per million (ppm) shall be removed upon discovery. If demolition is likely to impact such materials, they must be properly characterized by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) and removed in accordance with TSCA regulations.

(B) In conformance with local, state, and federal laws, the applicant shall engage a qualified professional to complete an asbestos building survey and a lead-based paint survey to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition prior to issuance of a demolition permit. Written findings of the surveys shall be submitted to the Building Division subject to the satisfaction of the Community Development Director, or his/her designee.

(C) The applicant shall retain a registered asbestos abatement contractor to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to the issuance a demolition permit. The applicant shall conduct all construction activities in accordance with California Division of Occupational Safety and Health (Cal/OSHA) standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Quality Management District (BAAQMD) regulations.

(D) Prior to any demolition activities, the applicant shall remove all building materials containing lead-based paint in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. The applicant shall dispose any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the waste being disposed.

(E) Prior to the issuance of a demolition permit, the applicant shall obtain a permit from the San Mateo County Environmental Health Department (CUPA) to remove the fuel underground storage tanks (USTs), dispensers, associated product piping, and underground hoists at the onsite ARCO gasoline service station. Proof of obtainment of this permit shall be submitted to the City's Building Division prior to the issuance of a demolition permit. Removal activities and compliance soil sampling will be conducted by an environmental consultant and environmental contractor under the oversight of the CUPA. If stained soils, free product, and/or elevated petroleum hydrocarbon concentrations are detected in soil at concentrations that exceed applicable ESLs established by the SF-RWQCB, over-excavation of the

contaminated soil may occur at the time of the UST/piping removal, at the direction of the CUPA, and/or potentially during the construction excavation for the subsurface garage.

(F) If previously unknown 'orphan' USTs or piping are encountered during construction excavation activities for the underground parking garage, the applicant shall halt all work, notify the City's Building Division and CUPA, and obtain additional permits to remove the encountered tanks and/or piping. Removals and compliance sampling will be under the oversight of the CUPA. The removal of known or new USTs found during construction, along with any contaminated soil that is removed at that time will reported to the CUPA in a UST removal report. Remediation Excavation of soil for the construction of the underground parking garage will remove and properly dispose of contaminated soils that may be present beneath the site. If soil contamination at concentrations that exceed applicable ESLs is observed at the base of the construction related excavation, additional localized excavation(s) may occur as a contingency. The excavation depth will likely be limited by the elevation of the water table at the time of construction dewatering and is anticipated to be at most 2 or 3 extra vertical feet. Oversight of remediation shall be provided by the GPP. Implementation of the RMP and SMP will be provided in a Construction Completion Report submitted to the GPP.

MM HAZ-2.2: Prior to the issuance of any grading or building permit involving excavation, shoring, foundation, or the superstructure (whichever occurs first), the applicant shall obtain a Phase II Environmental Site Assessment (ESA) following building demolition and site clearance that investigates current soil and soil vapor conditions. Preparation of the Phase II ESA shall be completed in accordance with the following provisions:

(A) Prior to excavation, soil and soil vapor samples shall be collected by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) to pre-characterize soil for waste characterization and soil management purposes. Depth discrete soil samples shall be collected at various depths from 0.5 feet below ground surface (bgs) to the maximum depth of the building footing excavation and analyzed for constituents that may be present, such as metals, volatile organic compounds (VOCs), and petroleum hydrocarbons. The soil borings shall be advanced by an environmental professional and an environmental drilling contractor under permit and oversight of the San Mateo County Environmental Health Services (SMCEHS) Groundwater Protection Program (GPP).

(B) Additionally, temporary soil vapor probes will be installed for collection of soil gas samples to establish if there is a vapor intrusion risk to the occupants of the future building from off-site sources of PCE and

petroleum products and/or from on-site historical gasoline service station and auto repair activities, and subsequently, to determine if vapor intrusion mitigation is warranted. If, for example, soil vapor and/or soil samples indicate the need for vapor intrusion mitigation, the selected remedy may consist of a vapor intrusion barrier and associated subsurface vapor collection and venting system. The proposed vapor intrusion mitigation will be provided to the SMCEHS for review and approval.

(C) The applicant shall submit the Phase II ESA to the San Mateo County Environmental Health Services (SMCEHS) and to the City's Planning Division subject to the satisfaction of the Community Development Director, or his/her designee, prior to issuance of any demolition, grading, or building permit involving excavation, shoring, foundation, or the superstructure (whichever occurs first).

MM HAZ-2.3: Based on the results of the Phase II ESA, an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) shall prepare a Redevelopment Management Plan (RMP) that shall include a Soil Management Plan (SMP) that describes remediation and/or mitigation actions, as necessary. If soil contamination at concentrations is detected at the base of the construction related excavation, grading, or utility trenching that exceeds applicable environmental screening levels (ESLs) established by the San Francisco Regional Water Quality Control Board (SF-RWQCB), additional localized excavations may occur as a contingency. Oversight of remediation shall be provided by the San Mateo County Environmental Health Services (SMCEHS). Proof of implementation of the RMP and SMP shall be provided in a Construction Completion Report submitted to the SMCEHS. Proof of SMCEHS approval shall be submitted to the Community Development Director, or his/her designee, prior to the issuance of any demolition, grading, or building permit involving excavation, shoring, foundation, or the superstructure (whichever occurs first).

MM HAZ-2.4: Prior to the issuance of any grading or building permit involving excavation, shoring, foundation, or the superstructure (whichever occurs first), the applicant shall obtain a permit from the San Mateo County Environmental Health Services (SMCEHS) to remove the two underground hydraulic lifts at the auto repair facility. Removal activities and compliance soil sampling shall be conducted by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) under the oversight of the SMCEHS. If stained soils, free product, and/or elevated petroleum hydrocarbon concentrations are detected in soil at concentrations that exceed applicable environmental screening levels (ESLs) established by the San Francisco Regional Water Quality Control Board (SF-RWQCB), over-excavation of the contaminated soil may occur at the time of the hydraulic lift removal, at the direction of the SMCEHS, and/or potentially during the construction grading and trenching. If previously unknown orphan

underground storage tanks (USTs) or piping are encountered during project construction, work will stop, the SMCEHS will be notified, and additional permits will be obtained to remove the encountered USTs and/or piping. Removals and compliance sampling will be under the oversight of the SMCEHS. The removal of the known hydraulic lifts and any USTs found during construction, along with any contaminated soil that is removed at that time, will reported to the SMCEHS in a Removal Report.

J. HYDROLOGY AND WATER QUALITY - The project will not have a significant impact on this resource; therefore, no mitigation is required.

K. LAND USE AND PLANNING - The project will not have a significant impact on this resource; therefore, no mitigation is required.

L. MINERAL RESOURCES - The project will not have a significant impact on this resource; therefore, no mitigation is required.

M. NOISE

MM NOI-1.1: The applicant and contractor shall place and operate construction equipment to minimize the impact of construction noise on existing sensitive receptors. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, the applicant and contractor shall incorporate the following best management practices to reduce noise from construction activities on nearby sensitive land uses:

(A) The applicant or their designated contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. This construction plan shall be submitted to the Building Division subject to the review and satisfaction of the Community Development Director, or his/her designee prior to the issuance of a grading or demolition permit.

(B) The applicant or their designated contractor shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that measures be implemented to reduce the noise impact. The applicant or their designated contractor shall conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

(C) Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

(D) Use of exceptionally loud equipment such as jackhammers and concrete saws within 35 feet of shared property lines shall be prohibited.

(E) All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

(F) Idling of internal combustion engines for longer than five minutes in duration shall be strictly prohibited.

(G) Stationary noise-generating equipment, such as air compressors or portable power generators, shall be locates as far as possible from sensitive receptors and property lines. If they must be located within 35 feet of receptors and property lines, adequate muffling (with temporary barriers where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors to 90 dBA. All temporary barriers used shall be eight feet in height at minimum, continuous from grade to top, with no cracks or gaps, and have a minimum surface density of three pounds per square foot (e.g., one-inch thick wood fence boards).

(H) Construction contractors and subcontractors shall utilize "quiet" air compressors and other stationary noise sources where technology exists.

(I) Control noise from construction workers' radios to a point where they are not audible at residences within 50 feet of the project site.

MM NOI-2.1: The applicant shall implement a construction vibration monitoring plan to document conditions prior to, during, and after vibration generating construction activities. All monitoring plan tasks shall be undertaken under the direction of a licensed Professional Engineer in the State of California. Initial placement of sensors, data, and corrective actions to be reviewed by a licensed Professional Structural Engineer in the State of California in accordance with industry-accepted standard methods. The construction vibration monitoring plan shall be submitted to the Building Division subject to the satisfaction of the Community Development Director, or his/her designee, prior to issuance of any demolition, grading, or building permits (whichever occurs first) and shall include:

(A) A description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.

(B) A list of all construction equipment to be used and the anticipated time of duration shall be submitted by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial

vibration and to define the level of effort required for continuous vibration monitoring.

(C) Document conditions at all structures located within 60 feet of construction prior to, during, and after vibration generating construction activities. Perform a photo survey, elevation survey, and crack monitoring survey prior to any construction activity, at the end of each phase of construction, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures. The results of each survey shall be submitted to the Director of Community Development, or his/her designee.

(D) A plan to identify structures where and when monitoring would be conducted. Construction contingencies shall be identified for when vibration levels approach applicable limits.

(E) The applicant or their designated contractor shall identify a "disturbance coordinator" responsible for registering and investigating claims of excessive vibration. The disturbance coordinator shall determine the cause of the complaint and shall require that measures be implemented to reduce the vibration impact. The applicant or their designated contractor shall conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

(F) Additionally, the construction vibration monitoring plan shall include, but not be limited to, the following measures:

a. Use of clam shovels and vibratory rollers shall be prohibited within 60 feet of the buildings located at 273 South Railroad Street. Alternatively, a Caterpillar model CP433E vibratory compactor or smaller model may be used such that vibration levels would not exceed applicable vibration limits.

b. Alternative methods for breaking up existing pavement, such as a pavement grinder, shall be used instead of dropping objects within 60 feet of adjacent buildings.

c. If vibration levels approach limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.

(G) If the post-project completion survey (refer to MM CUL-2.1D) identifies any damage caused by construction-generated vibration, the applicant shall be responsible for completing or funding the necessary repairs to restore the damaged structure to pre-construction conditions. Damage to the NRHP eligible resource at 273 South Railroad Avenue shall be repaired in accordance with the Secretary of Interior Standards.

N. **POPULATION AND HOUSING** - The project will not have a significant impact on this resource; therefore, no mitigation is required.

O. **PUBLIC SERVICES** - The project will not have a significant impact on this resource; therefore, no mitigation is required.

P. **RECREATION -** The project will not have a significant impact on this resource; therefore, no mitigation is required.

Q. **TRANSPORTATION** - The project will not have a significant impact on this resource; therefore, no mitigation is required.

R. **TRIBAL CULTURAL RESOURCES -** The mitigation measures described under **C. Cultural Resources** (MM CUL-2.1 through MM CUL-2.3, MM CUL-3.1) would allow for proactive treatment of tribal cultural resources, should they be discovered at the site. Furthermore, project mitigation measures would allow for the City of San Mateo to assess any tribal cultural resources that are discovered during project construction and make a determination of their significance prior to the continuation of construction. Through this process, the City can preserve and protect any tribal cultural resources it determines to be significant.

S. **UTILITIES AND SERVICE SYSTEMS** - The project will not have a significant impact on this resource; therefore, no mitigation is required.

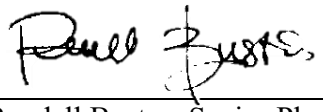
T. **WILDFIRE –** The project will not have a significant impact on this resource, therefore, no mitigation is required.

U. **MANDATORY FINDINGS OF SIGNIFICANCE** – With the implementation of the mitigation measures identified above, and the conditions of approval identified in the Initial Study, the project would not degrade the quality of the environment, substantially affect the biological resources, or eliminate important examples of California history or prehistory. The mitigation measures and standard permit conditions would also ensure that the project's contribution to cumulative impacts would not be cumulatively considerable, and the project would not cause substantial adverse effects on human beings, either directly or indirectly.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on October 27, 2022 any person may:

1. Review the Draft MND as an informational document only; or
2. Submit written comments regarding the information and analysis in the Draft MND. Before the MND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft MND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final MND.



October 7, 2022

Rendell Bustos, Senior Planner — Date

October 7, 2022

Christina Horrisberger, Director of Community Development — Date

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of San Mateo, as the Lead Agency, has prepared this Initial Study for the 435 East 3rd Avenue Mixed-Use Project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San Mateo, California.

The project proposes to demolish the existing auto-repair facility located at 435 East 3rd Avenue, and construct a five-story, approximately 39,893 square-foot mixed-use building dedicated to office and residential uses. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 20-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 20-day public review period should be sent to:

Rendell Bustos, Senior Planner
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403
rbustos@cityofsanmateo.org

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, the City of San Mateo will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

If the project is approved, the City of San Mateo will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

435 East 3rd Avenue Mixed-Use Project

2.2 LEAD AGENCY CONTACT

Rendell Bustos, Senior Planner
330 West 20th Avenue
San Mateo, CA 94403
(650) 522-7211
rbustos@cityofsanmateo.org

2.3 PROJECT APPLICANT

Michael Field
Windy Hill Property Ventures
(650) 847-1485
mike@windyhillpv.com

2.4 PROJECT LOCATION

The project site is a 11,035 square foot (approximately 0.25 acre) parcel located at the northwest corner of the intersection of South Claremont Street and East 3rd Avenue.

2.5 ASSESSOR'S PARCEL NUMBER

The Assessor's Parcel Number (APN) for the project site is 034-181-160.

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

The project site has a Downtown Retail Core Support General Plan land use designation and is zoned CBD/S, Central Business District Support.

2.7 HABITAT PLAN DESIGNATION

There is no applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan for the City of San Mateo.

2.8 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

The project would require the following discretionary and ministerial approvals from the City of San Mateo:

- Site Plan and Architectural Review (SPAR)
- Site Development Planning Application (SDPA)

- Special Use Permit (SUP)
- Site Development Permit (Ministerial)
- Demolition Permit (Ministerial)
- Building Permit (Ministerial)
- Encroachment Permit (Ministerial)

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The 435 East 3rd Avenue Mixed-Use project proposes to construct a five-story, 39,893 square-foot mixed-use building that would include 33,529 square feet of office space and five apartment units (including one low-income unit). Construction of the project would require the demolition of the existing auto repair facility and associated surface parking lot.

3.1.1 Existing Setting

The project is proposed to occur at 435 East 3rd Avenue, which is currently developed with an approximately 2,700 square foot auto repair facility and surface parking lot. There are several trees dispersed along the site's western and northern boundary, and one street tree at the site's southeast corner.

The project site is surrounded by a mix of commercial, residential, and offices uses. Structures adjacent to the project site range between one and four stories. Single-family neighborhoods are located to the north and east, and the Downtown San Mateo Caltrain Station is located approximately 675 feet (equivalent to 0.1 miles) north of the project site. Historic buildings are present within the vicinity of the project site to the southwest, northwest, and west, including one National Register eligible site at 273 South Railroad Avenue (located on the parcel southwest and adjacent to the project site) and one locally significant historic resource at 415 South Claremont Street (located approximately 600 feet southeast of the project site).

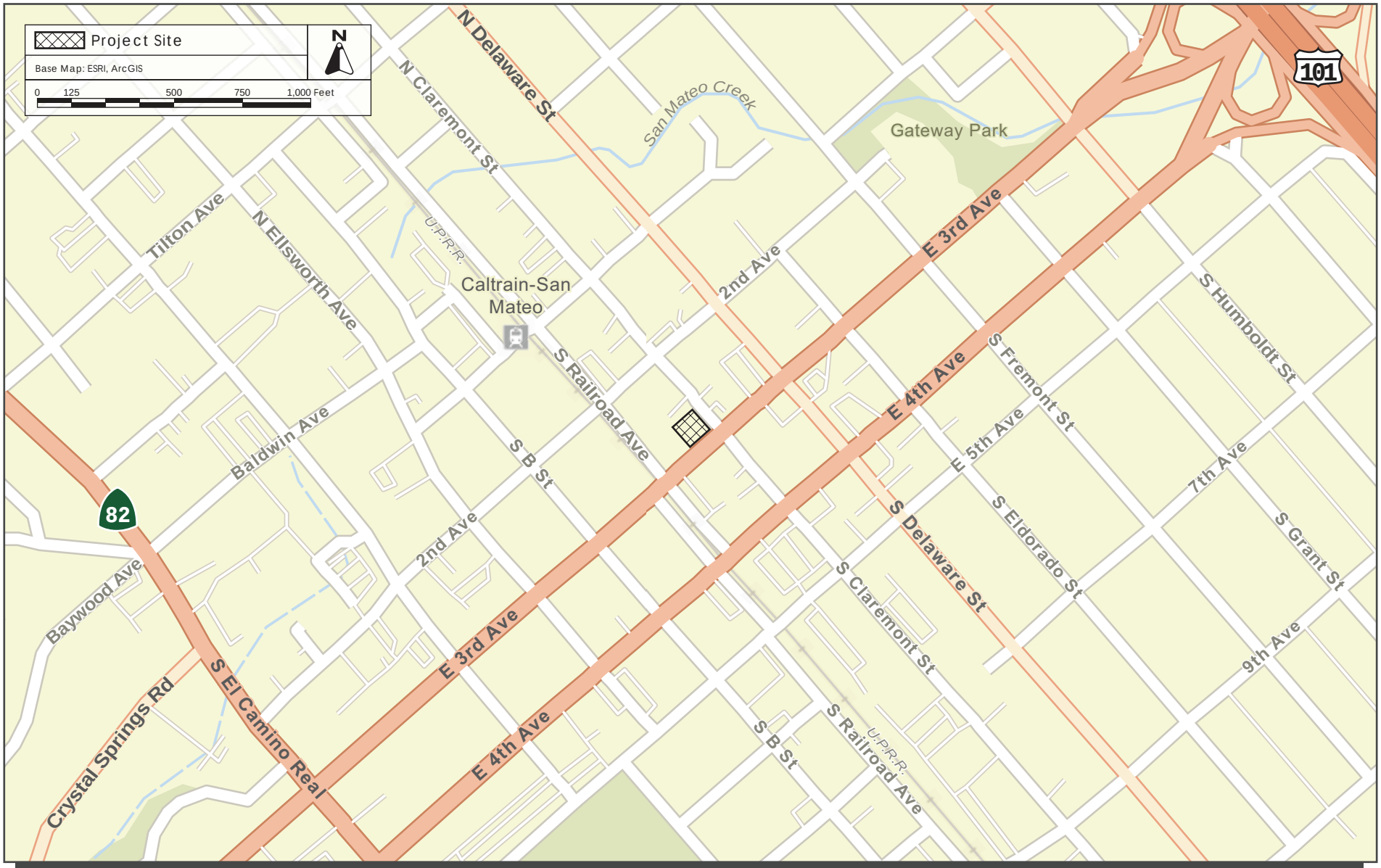
Regional, vicinity, and aerial maps of the project site are shown on Figures 3.1-1, 3.1-2, and 3.1-3, respectively.

3.1.2 General Plan and Zoning

The project site's General Plan land use designation is Downtown Retail Core Support, which is intended to provide a range of retail, service, office, and residential uses. High-density office and high-density residential uses are encouraged above the first floor in the downtown area. This land use designation permits high-density multi-family residential buildings with densities ranging from 36 to 50 units per acre and a maximum building height of 55 feet (up to 3.0 FAR).

The project site is zoned CBD/S, Central Business District Support. The purpose of the CBD/S district is to encourage commercial uses that support downtown uses and serves adjacent single-family residential neighborhoods. Regional and community commercial uses are unconditionally permitted in CBD/S district. Residential uses are conditionally permitted within this zoning district when they are multiple-family dwellings that are part of a mixed-use development.

REGIONAL MAP | FIGURE 3.1-1



VICINITY MAP | FIGURE 3.1-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 3.1-3

3.1.3 California State Density Bonus Law

The project would reserve 20 percent of units (one of the proposed five units) for low-income households, and therefore would qualify for a density bonus of 35 percent under the California State Density Bonus Law (California Government Code Sections 65915 – 65918). Additionally, projects that reserve 20 percent of units or greater for low-income households are entitled to two incentives/concessions.[1] Applicants may also request an unlimited number of waivers or reductions in development standards that must be granted, so long as these waivers or reductions would not cause a public health or safety problem, cause an environmental problem, harm historical property, or would be contrary to law.[2]

The project applicant is not requesting waivers but is requesting the following incentives:

- Incentive 1: An increase in the maximum allowable floor area ratio of 3.0 to 3.66.
- Incentive 2: A request to pay in-lieu fees for all required off-street parking spaces.

3.2 PROPOSED DEVELOPMENT

The project proposes to redevelop a 0.25-acre parcel by demolishing the existing auto repair facility and surface parking lot, and constructing a five-story mixed-use building. The building would be approximately 39,893 square feet in size and 55 feet in height, and would include approximately 33,529 square feet of office space on floors one through four and five residential units on the fifth floor. The building exterior would utilize a variety of finishes, including brick, stucco, wood, and glass, and floors four and five would feature stepbacks of nine and 17 feet, respectively, that would enable the placement of roof decks with amenity space for residents.

The first floor would be divided between office space and space for residential operations. An office lobby would be located at the southern corner of the proposed building that would connect to approximately 8,300 square feet of office space. The first-floor office would have access to elevators along the southwest wall that would provide access to the office space on floors two through four, as well as a long-term bicycle parking and shower rooms and a trash disposal room. The northern corner of the building would provide a lobby for residents to access the elevator for the fifth floor units, as well as their mailboxes and package delivery and trash disposal rooms.

Floors two through four would provide approximately 25,529 square feet of office space divided across the three floors. As noted above, floor four would have a stepback of nine feet from the building envelope, which would provide an outdoor amenity space for office users located on top of the third floor's roof along the northeast and southeast facades.

The fifth floor would provide five residential units, including four one-bedroom units and one studio

[1] A concession is defined as 1) a reduction in site development standards or a modification of zoning code or architectural design requirements, such as a reduction in setback or minimum square footage requirements; or 2) approval of mixed use zoning; or 3) other regulatory incentives or concessions which actually result in identifiable and actual cost reductions.

[2] If any other city or county development standard would physically prevent the project from being built at the permitted density and with the granted concessions/incentives, the developer may propose to have those standards waived or reduced.

unit. One unit would be reserved for a low-income household. The fifth floor would also include storage space, a bicycle parking room, and a mechanical equipment room. As noted above, the fifth floor would have a stepback of eight feet from the fourth floor building envelope, which would provide individual outdoor patios for each residential unit on top of the fourth floor's roof along the northeast and southeast facades.

The conceptual site plan and cross-sections of the proposed building are shown below on Figures 3.2-1, 3.2-2, and 3.2-3, respectively.

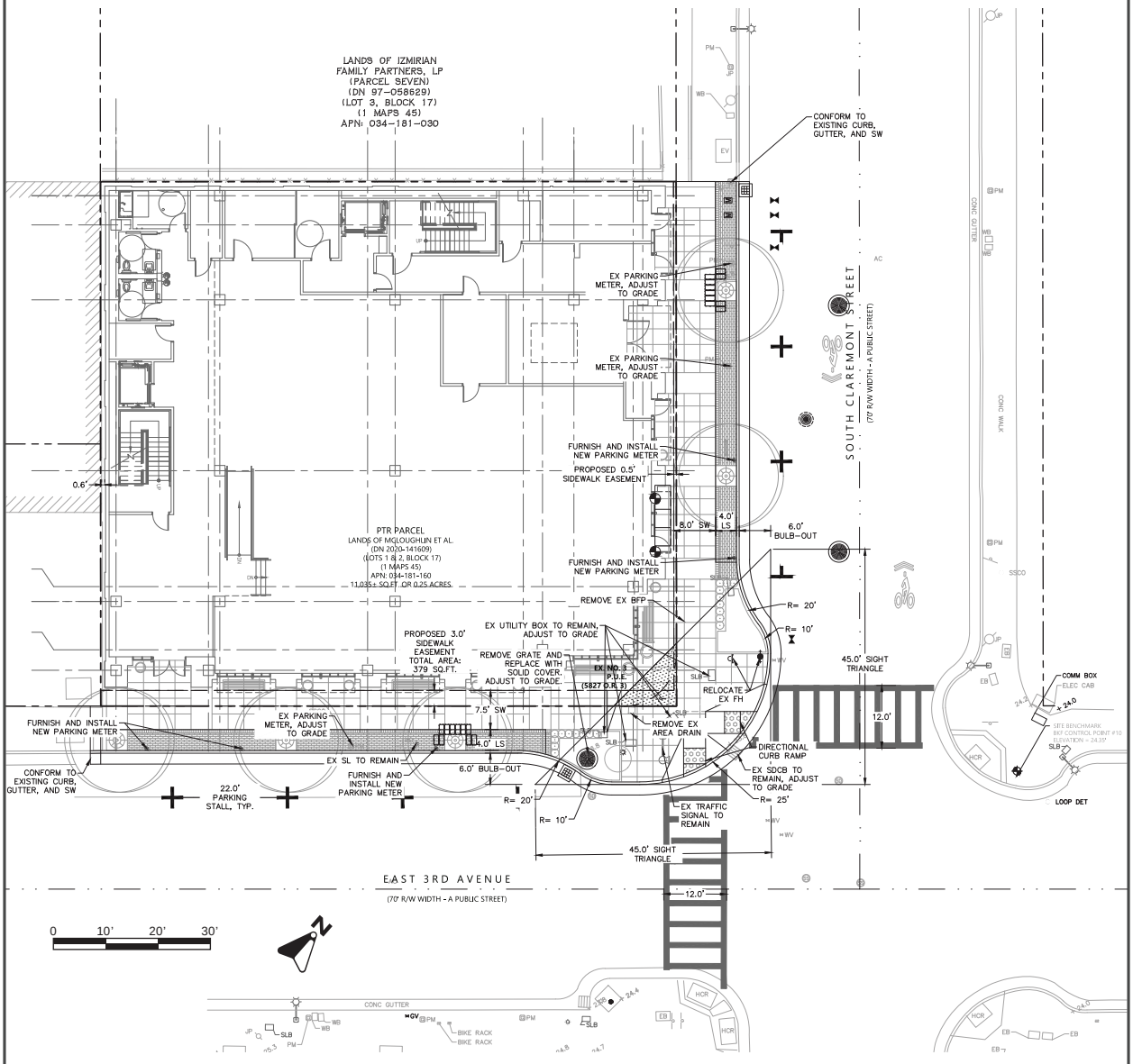
3.2.1 Parking and Site Access

Pursuant to the vehicle parking stall ratios provided in City of San Mateo Municipal Code Section 27.64.100(a), a 33,529 square foot office development would typically be required to provide 70 vehicle stalls, and a five-unit residential development would typically be required to provide as many as 10 vehicle stalls.[3] A parking demand study (refer to Appendix K) was prepared for the project that determined the project would require 1.87 spaces per 1,000 square feet of office space and 0.5 spaces per residential unit, which equates to 64 office parking spaces and three residential parking spaces. The project does not propose to provide any parking on-site; instead, the project will request to pay in-lieu fees that will fund parking improvements in downtown San Mateo.[4] Bicycle parking for office users would be provided in a dedicated room located in the western corner of the first floor, which would provide four long-term bicycle parking spaces. Bicycle parking for residents would be provided in a dedicated room on the fifth floor located in the western corner of the fifth floor, which would provide five long-term bicycle parking spaces. A total of three short-term bicycle parking spaces would be provided in the form of bike racks located on the northeastern façade of the first floor.

Vehicles traveling to the site are anticipated to primarily park at the Main Street Garage (located 0.1 miles to the west at 360 Main Street) and the Kiku Crossing Public Garage (under construction 0.3 miles to the south at 400 East 5th Avenue). Crosswalks and curb ramps are provided at the nearest four intersections. Pedestrians would access the site in a similar fashion using these facilities. The project also proposes to construct new sidewalks along the project's frontage on South Claremont Street and East 3rd Avenue that would range between approximately 15 to 16 feet, and would feature benches for pedestrians and street trees along the curb.

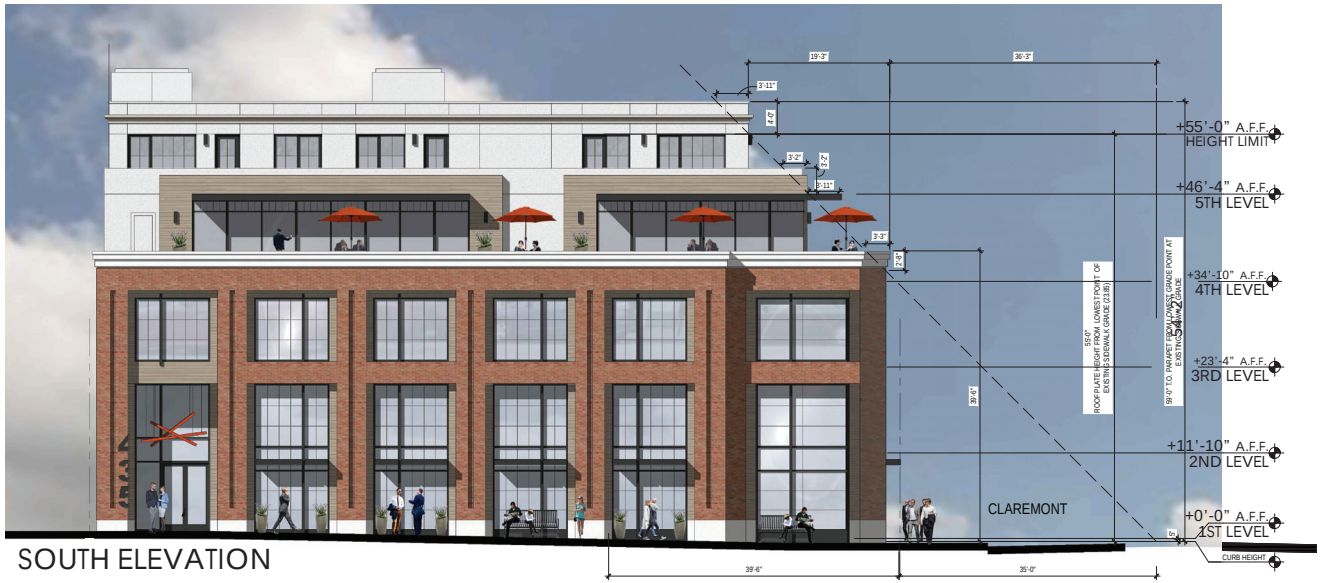
Bicycle access to the project site would be provided via existing bicycle routes located along South Delaware Street, South Claremont Street, and East 3rd Avenue from the east.

[3] Based on a ratio of 2.06 stalls per 1,000 square feet of office and a ratio of two stalls per dwelling unit.
[4] San Mateo Municipal Code Chapter 11.62 established a parking in-lieu fee to fund parking improvements necessitated by development in downtown San Mateo.



Source: BKF Engineers, August 10, 2022.

CONCEPTUAL SITE PLAN | FIGURE 3.2-1



SOUTH ELEVATION

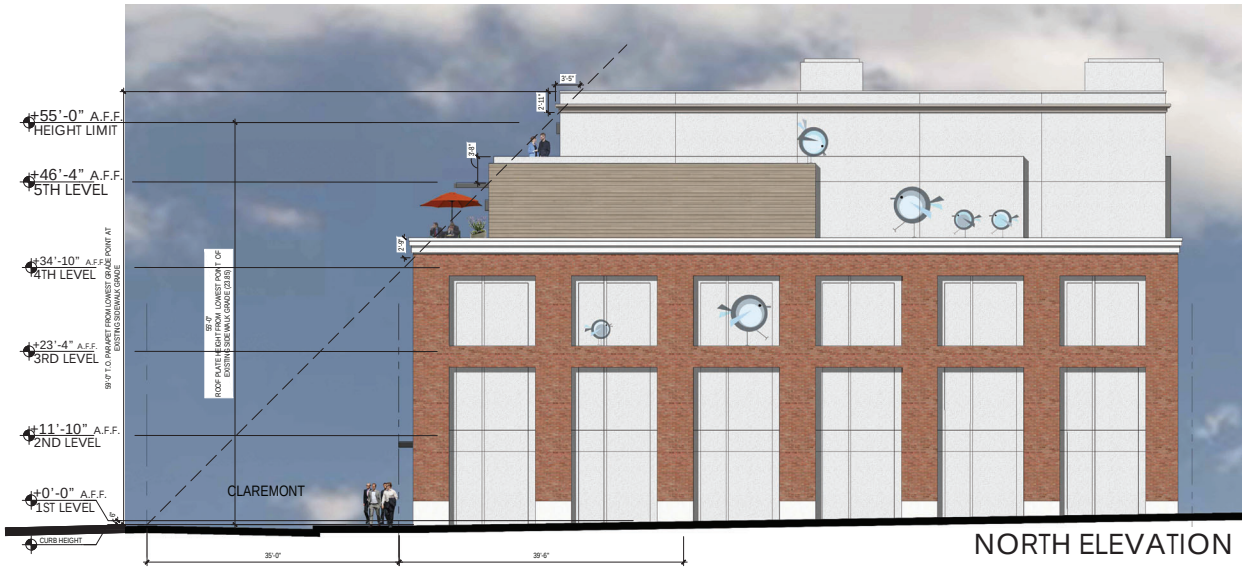
EAST ELEVATION

Source: ARC TEC, Inc., August 10, 2022.

BUILDING CROSS-SECTION FACING SOUTH AND EAST

FIGURE 3.2-2

WEST ELEVATION



NORTH ELEVATION

Source: ARC TEC, Inc., August 10, 2022.

BUILDING CROSS-SECTION FACING NORTH AND WEST | FIGURE 3.2-3

3.2.2 Landscaping and Stormwater Controls

The project would remove all 31 existing trees on-site, including four protected trees.[5] All trees removed would be replaced in accordance with Municipal Code Section 27.71. Landscaping around the building would include hardy trees, shrubs, grasses, and groundcover that performs well in San Mateo's climate zone (Sunset Zone #17). The entire site will be irrigated using a fully automatic subsurface drip line system and designed to meet the City's Water Efficient Landscaping Ordinance. Stormwater treatment planters would be installed on the fourth and fifth floor roof decks. Media filters would be installed at the point of discharge to the storm drain system.

3.2.3 Utility Improvements

Utility services to the proposed project would be provided by the City of San Mateo (storm drain, sanitary sewer), the Mid-Peninsula Water District (water service), and Pacific Gas & Electric (PG&E) (electricity). The project would install new sanitary sewer and storm drain laterals that would tie into 12-inch sanitary sewer and storm drains and four-inch water mains located in South Claremont Street.

3.2.4 Green Building and Energy Efficiency Measures

The project would be designed for energy efficiency and water conservation in accordance with the latest California Green Building Standards Code (CALGreen). This includes mandatory installation of low-flow plumbing fixtures and low-water use landscaping. In addition, photovoltaic panels would be installed on the rooftop, Energy Star appliances would be provided in the units, and windows would utilize low-emissivity glass. The project would conform to the City's Reach Code (Municipal Code Chapter 23.24), which requires new residential buildings and non-residential office and mixed-use buildings to be all-electric with a higher energy efficiency than what is required by CALGreen standards.

3.2.5 Transportation Demand Management

The project would implement a Transportation Demand Management (TDM) Plan to encourage automobile-alternative modes of transportation and reduce vehicle trips to and from parking garages near the site that would serve project occupants and visitors. The TDM Plan will include specific measures to be implemented by the project, including ride matching services, bike sharing, and Caltrain Go Passes for both office employees and residents.

3.2.6 Construction

Construction of the project is estimated to last approximately 15 months, with demolition and construction anticipated to begin in 2023. Demolition would require the exporting of approximately 1,200 tons of debris. Construction activities associated with the proposed project include site clearing and demolition, utility connections, building construction, frontage improvements, and landscaping. The project would not import any soil, and would export 3,100 cubic yards (cy) of soil associated with excavation to a depth of 10 feet in order to construct the building footings. Parking of

[5] Pursuant to the City of San Mateo's Protected Tree Ordinance (Municipal Code Chapter 13.40), a protected tree is defined as a Heritage Tree, a Street Tree, or a tree designated as protected as part of an approved Planning Application that is subject to Chapter 27.71 of the City's Municipal Code.

construction worker vehicles and construction equipment, as well as construction material stockpiling, would occur off-site at 402 South Delaware Street, which is located approximately 475 feet from the project site's southern property line. Truck loading and unloading activities typically take more than five minutes but less than 15 minutes in any give hour. Use of the off-site construction staging site would be subject to the same restrictions imposed on construction and use of the project site identified throughout this Initial Study (e.g., hours of construction, mitigation measures, conditions of approval, etc.). Construction equipment stored on-site shall not be run or operated beyond initial start-up and immediate travel to the project site.

The applicant shall submit a site logistics plan for each phase of construction. The plan, at a minimum, shall include estimated timeframes for implementation, duration, and construction operations. The applicant shall also submit traffic control plans for any impact to the right-of-way for each phase of construction, including pedestrian and bicycle detour plans as applicable. The traffic control plan shall comply with the most recent version of the California Manual of Uniform Traffic Control Devices and the City's Traffic Control Plan Requirements.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential or mixed-use residential project, and
- The project is located on an infill site within a transit priority area.[6]

SB 743 also clarifies that local governments retain their ability to regulate a project's aesthetics impacts outside of the CEQA process.

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment.

In San Mateo County, there are three state-designated scenic highways, including the SR 1 segment between south of Half Moon Bay to the Santa Cruz County line (approximately 11.1 miles southwest of the project site), Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County line (approximately three miles west of the project site), and the SR 35 segment between the SR 92 intersection to the Santa Cruz County Line (approximately 5.5 miles southwest of the project site). There are no state-designated scenic highways in the City of San Mateo.[7]

[6] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: Office of Planning and Research. "CEQA Review of Housing Projects Technical Advisory." Accessed June 15, 2022. https://opr.ca.gov/docs/20190208-TechAdvisory-Review_of_Housing_Exemptions.pdf.

[7] California Department of Transportation. California Scenic Highway Mapping System. Accessed June 15, 2022. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

Regional and Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Alameda de las Pulgas (1.1 miles to the southwest), Crystal Springs Road (0.4 miles to the west), Polhemus Road (2.7 miles to the southwest), and State Route 92 (1.1 miles to the southeast) are County-designated scenic roads.[8]

City of San Mateo 2030 General Plan

Various policies and actions in the General Plan have been adopted to avoid or mitigate impacts to aesthetic resources resulting from planned development within the City, including the following:

Policy	Description
UD 1.7	Minor Corridors. Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street, and Mariner's Island Boulevard.
UD 2.16	Encourage applicants to incorporate solar energy systems into their projects. Building owners can minimize non-renewable heating and cooling methods and maximize solar heat gain by using solar panels and innovative building design features such as the use of overhangs, having south-facing windows and planting trees that provide shade. Important considerations in the design and placement of solar panels include: • Building placement and adjacencies should be considered such that they do not unreasonably affect the solar access of neighboring residential properties. • Solar panels and other roof-mounted equipment should be integrated into building design so as to not detract from the appearance of a home and reduce obtrusiveness. • Roof-mounted solar energy equipment and panels should be located below ridgelines and on sides of roof and away from street view wherever possible. Non-glare and non-reflective type panels should be utilized. • The design and placement of roof-mounted solar panels should account for the heights of existing trees and future growth. This applies to both trees on-site and neighboring properties, including Heritage trees and street trees.
UD 2.1	Multi-Family Design. Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, quality of construction, open space, location of parking and lot size.
UD 2.5:	Multi-Family Open Space. Require that a portion of required open space be useable for passive or active recreation.
C/OS 6.1	Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.

[8] San Mateo County. General Plan Final Environmental Impact Report. January 2013.

Policy	Description
C/OS 6.2	Require significant replacement planting when the removal of heritage trees is permitted.
C/OS 6.4	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.
C/OS 6.6	Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.
C/OS 10.1	Review planning applications for opportunities to promote exceptional design and use of public open spaces in new developments.
C/OS 14.10	When master planning or significantly redeveloping existing facilities, develop an image plan that includes the effective use of signage, color schemes, lighting and plant material which meets both aesthetic and maintenance needs.

The City of San Mateo General Plan does not designate any scenic roadways in the City as locally scenic. The General Plan does, however, recognize significant natural resources throughout the City which provide scenic value. In addition, heritage trees are recognized in the General Plan as contributing to the City's scenic beauty and their preservation and reforestation is necessary for the health and welfare of the citizens of San Mateo.

City of San Mateo Zoning Ordinance

The City's Zoning Ordinance, Title 27 in the Municipal Code, provides standards for the physical development of the City. The City's Site Plan and Architectural Review (SPAR) process applies to new building construction, and projects involving historic buildings within the Downtown Area Plan. The SPAR process establishes the following specific findings that must be made to allow approval of new building construction:

- The structures, site plan, and landscaping are in scale and harmonious with the character of the neighborhood;
- The development will not be detrimental to the harmonious and orderly growth of the City;
- The development will not impair the desirability of investment or occupation in the vicinity, and otherwise is in the best interests of the public health, safety, or welfare;
- The development meets all applicable standards as adopted by the Planning Commission and City Council, conforms with the General Plan, and will correct any violations of the Zoning Ordinance, Building Code, or other Municipal Codes that exist on the site; and
- The development will not adversely affect matters regarding police protection, crime prevention, and security.

Multi Family Design Guidelines

The San Mateo City Council adopted the Multi Family Design Guidelines in 1994. The Multi Family Design Guidelines address the construction of new multi-family buildings and how building size, quality, style, and relationship to the street contribute to successful neighborhoods.

City of San Mateo Protected Tree Ordinance

The City of San Mateo tree regulations protect all trees designated as "Protected Trees" (Municipal Code Chapter 13.40). Under this ordinance, a protected tree is defined as any one of the following:

- Heritage Tree
    - Any Oak having a trunk diameter of 10 inches (circumference of 31.4 inches) or more measured at 4.5 feet (54 inches) above ground level.
    - Any tree of any species with a trunk diameter of 15 inches (circumference of 47.1 inches) or more, measured at 4.5 feet (54 inches) above ground level.
- Street Trees
    - Any tree of any size growing along or within the public right of way.

Downtown Area Plan

The Downtown Area Plan, adopted in May 2009, provides a framework for both new development and preservation of existing downtown resources. The Downtown Urban Design Plan (Figure 12 of Downtown Area Plan) identifies Third Avenue and Fourth Avenue as having street trees unite areas on both sides of the Union Pacific Railroad (UPRR) railway.

4.1.1.2 *Existing Conditions*

Project Site

The project is located in the Downtown Area Plan area in northeast San Mateo. The project site is currently developed with an auto repair facility and surface parking lot. The project site contains 31 trees, including four heritage trees.[9] The project site is on level ground with the surrounding area and is visible from adjacent parcels and roadways.

Surrounding Area

The project site is located in an urban neighborhood with a mix of commercial, residential, and office developments. The project is bounded by a storage yard to the north, single- and two-story office uses to the west, single-story commercial uses to the south and east, with office and residential mixed use under construction to the south. Single-story residential neighborhoods to the north and east transition to higher density development towards central downtown to the west with building heights ranging up to 10 stories. To the northwest are two- to five -story apartment buildings and townhomes. The UPRR railway is located approximately 150 feet to the west with the Downtown San Mateo Caltrain Station located approximately 0.1 miles to the north.

[9] Kielty Arborist Services, LLC. *Arborist Report for 435 East 3rd Project, San Mateo*. March 30, 2022.

The project area is developed with a mix of land uses and architectural styles. As a result, no single design aesthetic is dominant. Commercial areas comprise primarily of stucco and simple architectural features. Nearby residential areas include early neighborhoods of San Mateo with original wood frame homes and modern apartment buildings.

Transit Priority Area

A transit priority area is defined in California Public Resource Code, Section 21099 as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop, defined in California Public Resource Code, Section 21064.3, includes existing rail stations. As described above, the nearest Caltrain Station is within one-half mile of the project site which places the project within a Transit Priority Area.[10]

Scenic Views

The City of San Mateo is located between the San Francisco Bay to the east and the northern extent of the Santa Cruz Mountains to the west. Sugarloaf Mountain and surrounding foothills provide an important scenic background to the City as well as the San Francisco Bay and its tributary streams including San Mateo Creek and Laurel Creek.

The General Plan recognizes natural features as important scenic resources to the City, including San Mateo Creek (1,000 feet to the north), the San Francisco Bay shoreline (one mile to the northeast), Marina Lagoon (1.5 miles to the east), Laurel Creek (2.5 miles to the southeast), Sugarloaf Mountain (three miles to the south), and certain undeveloped private lands around the College of San Mateo (1.7 miles to the southwest) and adjacent to Campus Drive (two miles to the south). Low-lying scenic views from the shoreline, lagoon, and nearby creeks, including the nearest scenic resource, San Mateo Creek, are not visible from the project site due to intervening development between the creek and the project site. Elevated scenic views from the surrounding hills to the south and southwest are more than 1.5 miles away of the project site which, at that distance, are indistinguishable due to intervening multi-story downtown development.

Scenic Highways

One County-designated scenic road, Crystal Springs Road, is within one mile to the southwest of the project site, although the site is not visible from this roadway.[11] Other County-designated scenic roads, including Alameda de las Pulgas (1.1 miles to the southwest) and State Route 92 (1.2 miles to the south), are not visible from the project site due to the flat topography and intervening multi-story buildings that encompass the Downtown Area Plan, while Polhemus Road (2.7 miles to the southwest) is not visible from the project site due to intervening hillsides. The nearest state-designated scenic highway is the segment of I-280 from San Bruno to the Santa Clara County line, approximately three miles west of the site. The project site is not visible from the nearest portion of I-280 due to hillside topography to the east of the highway obscuring clear views of the project site.

[10] Metropolitan Transportation Commission. Transit Priority Areas. 2021. Accessed June 21, 2022. https://www.arcgis.com/home/item.html?id=370de9dc4d65402d992a769bf6ac8ef5.
[11] Google. Street View, Crystal Springs Road and North El Camino Real. Accessed June 21, 2022. https://bit.ly/33f2mG4.

Light and Glare

Sources of light and glare are abundant in the urban environment of the City of San Mateo, including but not limited to streetlights, vehicular headlights, internal/external building lights, security lights, and reflective building surfaces and windows.

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? [12] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The project would intensify development of the site and change the character and view of the site itself; however, the project is a mixed-use residential project and is located on infill sites (i.e., located in an urban area and currently developed) within a transit priority area (as discussed under Section 4.1.1.2 Existing Conditions). Pursuant to SB 743 (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project would not, by statute, be significant, and are not discussed further in this Initial Study. Consistent with Public Resources Code section 21099(d)(2)(B), the project's impacts on cultural resources (including historic resources) were analyzed and discussed in Section 4.5 of this Initial Study, and found to be less than significant with mitigation incorporated.

[12] Public views are those that are experienced from publicly accessible vantage points.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[13]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[14]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[15] Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[16]

4.2.1.2 *Existing Conditions*

The project site, which is within a heavily urbanized area in the northeast Downtown Area, is fully developed and occupied by an auto repair facility with surface parking lot. The project parcel has a Downtown Retail Core Support land use designation and is zoned CBD-S which permits high-

[13] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed June 21, 2022. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[14] California Department of Conservation. "Williamson Act." Accessed June 21, 2022. http://www.conservation.ca.gov/dlrp/lca.
[15] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[16] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed June 21, 2022. http://frap.fire.ca.gov/.

density multi-family residential development. Agricultural uses are not defined as a permitted or conditional use in the CBD-S zoning district.

The *San Mateo County Important Farmlands 2018 Map* designates the project site as "Urban and Built-Up Land", defined as land with at least six structures per 10 acres. Common examples of "Urban and Built-Up Land" are residential, institutional, industrial, commercial, landfill, golf course, airports, and other utility uses.[17] The site is not under a Williamson Act contract and there are no existing agricultural or forestry resources on or in the vicinity of the site.[18]

No lands adjacent to the project sites are used for agricultural production, forest land, or timberland. As shown in Figure 3.1-3, surrounding properties are designated, zoned, and used for residential, commercial, and office purposes.

4.2.2 Impact Discussion

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

[17] California Natural Resources Agency. *San Mateo County Important Farmland 2018.* September 2019. Accessed June 21, 2022. https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanMateo.aspx

[18] California Department of Conservation, Division of Land Resource Protection. *San Mateo County Williamson Act FY 2006/2007*. 2012.

Impact AG-1:	The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

As documented in Section 4.2.1.2 Existing Conditions, the project site is designated as "Urban and Built-Up Land" on maps prepared by the California Department of Conservation for San Mateo County. Therefore, no Prime, Unique, or Farmland of Statewide Importance would be converted to non-agricultural use as a result of project implementation.

Impact AG-2:	The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

As discussed in Section 4.2.1.2 Existing Conditions, the project site is zoned CBD-S which does not permit agricultural use, and the project site is not under a Williamson Act contract. Therefore, the project will not conflict with existing zoning for an agricultural use or a Williamson Act contract.

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

The project site and surrounding area are not zoned, or adjacent to land zoned, for forest land, timberland, or Timberland Production. Therefore, the project would not conflict with existing zoning or require rezoning of forest land or timberland uses.

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

The project site is located in an urbanized area of the City that does not contain any forest lands. Therefore, no forest land would be lost or converted as a result of the project.

Impact AG-5:	The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

As described above in Section 4.2.1.2 Existing Conditions, the project site and adjacent properties are not designated as farmland, nor are they used or zoned for agriculture use or forest land. For this reason, the development of the project would not cause the conversion of farmland to non-agricultural use or forest land to non-forest use.

4.3 AIR QUALITY

The following discussion is based, in part, on an Air Quality and Health Risk Assessment prepared by Ramboll US Consulting, Inc. A copy of the report, dated June 2022, is attached to this Initial Study as Appendix A.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[19] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 4.3-1: Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O_3)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

[19] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to have health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[20] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O_3, CO, SO_x, NO_x, and lead.

[20] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed June 21, 2022. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in additional to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_X.

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.[21]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

[21] BAAQMD. *Final 2017 Clean Air Plan.* April 19, 2017. http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans.

Local

City of San Mateo 2030 General Plan

Various policies and actions in the General Plan have been adopted to avoid or mitigate impacts to air quality resulting from planned development within the City, including the following:

Policy	Description
LU 8.9	The City shall mitigate air quality impacts generated during construction activities by the following measures: • Use of appropriate dust control measures, based on project size and latest BAAQMD guidance, shall be applied to all construction activities within San Mateo. • Applicants seeking demolition permits shall demonstrate compliance with applicable BAAQMD requirements involving lead paint and asbestos containing materials (ACM's) designed to mitigate exposure to lead paint and asbestos. • Utilization of construction emission control measures recommended by BAAQMD as appropriate for the specifics of the project (e.g., length of time construction and distance from sensitive receptors). This may include the utilization of low emission construction equipment, restrictions on the length of time of use of certain heavy-duty construction equipment, and utilization of methods to reduce emissions from construction equipment (alternative fuels, particulate matter traps and diesel particulate filters).
LU 8.11	The City shall require that when new development that would be a source of TAC's is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of CARB and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels. When new residential or other sensitive receptors are proposed near existing sources of TAC's, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to the source to reduce the potential exposure to acceptable levels.

4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O_3 and $PM_{2.5}$ under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for PM_{10} under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O_3 and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$, and apply to both construction period and operational period impacts.

The nearest sensitive receptors are located approximately 50 feet north of the project site at a single-family residence located along the west side of South Claremont Street.

4.3.2 Impact Discussion

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

4.3.2.1 *Thresholds of Significance*

As part of an effort to attain and maintain ambient air quality standards for O3 and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O3 precursor pollutants (ROG and NOX), PM_{10}, and $PM_{2.5}$, and apply to both construction period and operational period impacts. As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San Mateo has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-2 below.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	Annual Daily Emissions (pounds/year)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10

Table 4.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Annual Daily Emissions (pounds/year)**	**Annual Average Emissions (tons/year)**
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	**Single Source**	**Combined Cumulative Sources**	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual $PM_{2.5}$	0.3 $\mu g/m^3$	0.8 $\mu g/m^3$ (average)	

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

2017 CAP

The proposed project would not conflict with the 2017 CAP because the project would not exceed the BAAQMD screening criteria for construction and operational criteria air pollutant emissions, as described below. Because the project would not exceed the BAAQMD screening criteria, it would not result in significant impacts due to the generation of construction or operational-related criteria air pollutants. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, the project is considered urban infill and would be located near bike facilities and transit with regional connections. Implementation of the project would not prevent BAAQMD or partner agencies from continuing progress toward attaining State and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. For these reasons, the project would not result in a significant impact related to inconsistency with the 2017 CAP. **(Less than Significant Impact)**

Criteria Air Pollutant Emissions

According to the BAAQMD thresholds, a project that generates more than 54 pounds per day of ROG (reactive organic gases), NO_x, or $PM_{2.5}$, or 82 pounds per day of PM_{10} would be considered to have a significant impact on regional air quality. The BAAQMD developed screening criteria to

provide lead agencies with an indication of whether a project could result in significant construction- and operational-related criteria air pollutant emissions. If a project is determined to be below the BAAQMD's screening criteria, then the project is said to have less than significant air quality impacts and no further analysis is required under CEQA.

Construction Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from project construction. Construction emissions were modeled based on equipment list and schedule information provided by the applicant. CalEEMod defaults for the associated land use and size were used where project-specific information was unavailable. Details about the equipment list, construction schedule, modeling, data inputs, and assumptions are included in Appendix A. Table 4.3-3 summarizes the unmitigated annualized average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project.

Table 4.3-3: Project Construction Period Emissions

Year	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Annualized Daily Construction Emissions (pounds/day)[1]				
2022	4.0	22.0	0.35	0.25
BAAQMD Thresholds	54	54	82	54
Exceed Threshold?	No	No	No	No

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 435 East 3rd Avenue Mixed-Use, San Mateo, California*. June 2, 2022.

Notes:

[1] This analysis assumes 123 construction workdays in 2022, which is a more conservative assumption than the latest construction schedule (refer to Section 3.2.6), which would occur over a period of 15 months beginning in 2023 and therefore would produce lower daily emissions due to improvements in vehicle and construction fuel economy and the dispersion of construction emissions across more workdays. Additionally, the analysis assumed that construction staging would occur on-site, and that the gas station that formerly occupied 402 South Delaware Street was still operational. 402 South Delaware is currently vacant and the project proposes to use the vacant site for parking of construction worker vehicles and construction equipment, and construction material stockpiling. The modeling of emissions and health risks accounted for construction vehicle and equipment trips in and around 402 South Delaware Street, and emissions and health risks associated with an active gas station far exceed those generated by the proposed use of 402 South Delaware Street during construction. Therefore, the emissions reported in this table are conservative estimates in comparison with the emissions of the proposed project, and the project's emissions would not result in health risks exceeding BAAQMD thresholds.

As shown in Table 4.3-3, the unmitigated average daily emissions of ROG, NOx, PM_{10}, or $PM_{2.5}$ generated by project construction would not exceed BAAQMD thresholds. Accordingly, the project's construction period emissions would have a less than significant impact. **(Less than Significant Impact)**

Operational Period Emissions

Operational period criteria pollutant emissions associated with the project would be generated primarily from vehicles driven by future office occupants and residents, and to a lesser extent by waste disposal and daily energy and water usage. The proposed project falls below the BAAQMD operational criteria air pollutants screening thresholds of 451 dwelling units and 346,000 square feet for the "Apartment, low-rise" and "General office building" land use types, respectively. The project proposes a mix of uses, and the residential component of five units is approximately one percent of the screening level of 451 dwelling units, and the office component of 33,529 square feet is approximately 10 percent of the screening level of 346,000 square feet. Collectively, the size of the proposed mixed-use development equates to 11 percent of the screening level, equivalent to slightly less than one-fifth of the size of a mixed-use development that would exceed the BAAQMD screening criteria and warrant a detailed operational period criteria air pollutant emissions analysis. Therefore, the project would result in a less than significant air quality impact due to operational-related criteria air pollutant emissions.

For the reasons stated above, the project's construction- and operational-period emissions would result in a less than significant air quality impact. **(Less than Significant Impact)**

Impact AIR-2:	The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact)**

As stated in the BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

As described in Section 4.3.1.3, the Bay Area is considered a non-attainment area for ground-level O^3 and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O^3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts. As described under checklist question a, the project would not result in an exceedance of BAAQMD thresholds for these air pollutants during construction or operation.

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations**. (Less than Significant Impact)**

Community Health Risk Assessment

Project impacts related to increased community risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity or by significantly exacerbating existing cumulative TAC impacts. The project would introduce new sources of TACs during construction (i.e., on-site construction and truck hauling emissions) and operation (i.e., mobile sources).

Project construction activity would generate dust and equipment exhaust that would affect nearby sensitive receptors. During project operation, the project would generate emissions associated with traffic consisting of mostly light-duty vehicles.

Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions, as discussed below. There are also several sources of existing TACs and localized air pollutants in the vicinity of the project. The impact of the existing sources of TACs were also assessed in terms of the cumulative risk which includes the project's contribution.

Community risk impacts were addressed by predicting increased cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks. The risk impacts from the project are the combination of risks from construction and operation sources. These sources include on-site construction activity, construction truck hauling, and increased traffic from the project. To evaluate the increased cancer risks from the project, a 30-year exposure period is typically used (per BAAQMD guidance), with the nearby residential sensitive receptors being exposed to both project construction and operation emissions during this timeframe.

The project's increased cancer risk is computed by summing the project construction cancer risk and operation cancer risk contributions. Unlike the increased maximum cancer risk, the annual $PM_{2.5}$ concentration and HI values are not additive but based on the annual maximum values for the entirety of the project. The project's maximally exposed individual resident (MEIR) is identified as the sensitive receptor that is most impacted by the project's construction and operation. Other sensitive receptors would be exposed to a lower health risk than identified for the MEIR. Additional explanation of the methodology for computing community risk impacts is provided in Appendix A.

Community Health Risk from Project Construction

The maximum cancer risk, annual $PM_{2.5}$ concentration, and Hazard Index exposure (i.e., the MEIR) as a result of the project would occur at a single-family residence located 50 feet north of the project site along South Claremont Street. Figure 4.3-1 shows the location of the MEIR in relation to the project site.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Although construction exhaust air pollutant emissions would not contribute substantially to existing or projected air quality violations (see Impact AQ-1), construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. Diesel

exhaust particulate matter (DPM) poses both a potential health and nuisance impact to nearby receptors. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. A quantitative health risk assessment of the project construction activities was conducted to evaluate the potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$, pursuant to the BAAQMD CEQA Air Quality Guidelines using CalEEMod and the U.S. EPA AERMOD dispersion model. Details about the community health risk modeling, data inputs, and assumptions are included in Appendix A. Table 4.3-4 below summarizes maximum cancer risks, $PM_{2.5}$ concentrations, and hazard index from project construction activities at the off-site residential MEI.

Table 4.3-4: Project Construction Impacts at Off-Site MEIR[1]

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Construction	7.2	0.04	0.03
BAAQMD Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	No	No	No

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 435 East 3rd Avenue Mixed-Use, San Mateo, California*. June 2, 2022.

Notes:

[1] This analysis assumes 123 construction workdays in 2022, which is a more conservative assumption than the latest construction schedule (refer to Section 3.2.6), which would occur over a period of 15 months beginning in 2023 and therefore would produce lower daily emissions due to improvements in vehicle and construction fuel economy and the dispersion of construction emissions across more workdays. Additionally, the analysis assumed that construction staging would occur on-site, and that the gas station that formerly occupied 402 South Delaware Street was still operational. 402 South Delaware is currently vacant and the project proposes to use the vacant site for parking of construction worker vehicles and construction equipment, and construction material stockpiling. The modeling of emissions and health risks accounted for construction vehicle and equipment trips in and around 402 South Delaware Street, and emissions and health risks associated with an active gas station far exceed those generated by the proposed use of 402 South Delaware Street during construction. Therefore, the health risks reported in this table are conservative estimates in comparison with the health risks of the proposed project, and the project's emissions would not result in health risks exceeding BAAQMD thresholds.

As shown in Table 4.3-4, the project's construction-related community health risks would not exceed BAAQMD thresholds. These emissions would be further reduced by adherence to the BAAQMD best management practices for construction dust control, as described below under Impact AIR-3. Therefore, construction-related community health risk impacts would be less than significant.

Source: Ramboll US Consulting, Inc.

LOCATION OF OFF- AND ON-SITE MEIR | FIGURE 4.3-1

Community Health Risk from Project Operation

Operation of the project would generate emissions from mobile sources (i.e., traffic). While these emissions would not be as intensive at or near the project sites as construction activity, they would contribute to long-term effects to sensitive receptors. As noted in the project description, no parking is proposed on site, and project occupants and visitors would park in nearby parking structures.

Per BAAQMD, roadways with less than 10,000 total vehicles per day are considered a low-impact source of TACs. Based on the project's trip generation estimates, the project would result in a net increase of 309 trips per day. Therefore, emissions associated with project-generated traffic (and the project as a whole) would not expose sensitive receptors to substantial pollutant concentrations.

Cumulative Community Health Risk from All TAC Sources

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within one-quarter mile of the project site. These sources include busy surface streets (i.e., roadways that exceed 10,000 vehicles per day) and existing stationary sources identified by BAAQMD.

Modeling was completed to calculate the community health risk from the cumulative sources at the project MEIR. Refer to Appendix A for details about the cumulative health risk modeling, including model inputs and assumptions. Table 4.3-5 reports the cumulative community risk impacts from project construction and operation and other cumulative sources at the MEIR.

Table 4.3-5: Cumulative Community Risk Impacts at Off-Site MEIR[1]			
Source	**Cancer Risk (per million)**	**Annual $PM_{2.5}$ ($\mu g/m^3$)**	**Hazard Index**
Project Construction and Operation	7.2	0.04	0.03
Existing Stationary Sources	4.9	0.09	0.02
Highways	7.4	0.16	<0.01
Major Streets	0.15	0.03	<0.01
Railways	54	0.1	<0.01
Total	74	0.31	0.05
BAAQMD Cumulative Source Threshold	*100*	*0.8*	*10.0*
Exceed Threshold?	No	No	No

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 435 East 3rd Avenue Mixed-Use Project, San Mateo, California*. June 2, 2022.

Notes:

[1] This analysis assumes 123 construction workdays in 2022, which is a more conservative assumption than the latest construction schedule (refer to Section 3.2.6), which would occur over a period of 15 months beginning in 2023 and therefore would produce lower daily emissions due to improvements in vehicle and construction fuel economy and the dispersion of construction emissions across more workdays. Additionally, the analysis assumed that construction staging would occur on-site, and that the gas station that formerly occupied 402 South Delaware Street was still operational. 402 South Delaware is currently vacant and the project proposes to use the vacant site for parking of construction worker vehicles and construction equipment, and construction material stockpiling. The modeling of emissions and health risks accounted for construction vehicle and equipment trips in and around 402 South Delaware Street, and emissions and health risks associated with an active gas station far exceed those generated by the proposed use of 402 South Delaware Street during construction. Therefore, the health risks reported in this table are conservative estimates in comparison with the health risks of the proposed project, and the project's emissions would not result in health risks exceeding BAAQMD thresholds.

As shown in Table 4.3-5, the cumulative cancer risks, annual $PM_{2.5}$ concentrations, and hazard index for non-cancer health risks would not exceed BAAQMD's cumulative-source thresholds; therefore, the project would not contribute to a cumulative increase in TAC emissions within the project vicinity. **(Less than Significant Impact)**

Fugitive Dust

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. The City requires all projects to implement the dust control measures identified in BAAQMD's CEQA Air Quality Guidelines as a condition of approval.

Condition of Approval AIR-3.1:

The project shall incorporate the measures below to control and reduce construction dust:

(A) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. Newly disturbed soil surfaces shall be watered down regularly by a water-trucks or by other approved method maintained on site during all grading operations.

(B) All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

(C) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

(D) Construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems.

(E) All construction vehicles should be properly maintained and equipped with exhaust mufflers that meet State standards.

(F) All vehicle speeds on unpaved roads shall be limited to 15 mph.

(G) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation.

(H) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Consistent with the BAAQMD CEQA Air Quality Guidelines, implementation of the above conditions of approval would reduce potential impacts from construction dust to a less than significant level. **(Less than Significant Impact)**

Health Effects from Criteria Air Pollutants

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires that when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards, and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the 2017 BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect. As documented under Impact AIR-1, the project would

have less than significant criteria air pollutant emissions, and therefore the project's criteria air pollutant emissions would not result in adverse health effects on sensitive receptors. **(Less than Significant Impact)**

Impact AIR-4:	The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

According to the BAAQMD CEQA Guidelines, an odor source with five or more confirmed complaints per year averaged over three years is considered to have a significant impact.[22] BAAQMD has identified a variety of land uses that produce emissions that may lead to odors and generate complaints including, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities.

Residential and office uses do not typically generate objectionable odors, nor do they fall under any of the land uses identified by BAAQMD to cause objectionable odors. Localized odors, mainly resulting from diesel exhaust and construction equipment on-site, would be created during the construction phase of the project. These odors would be temporary and not likely to be noticed beyond the project site's boundaries. Odors associated with the application of paints and coatings may also be noticeable on occasion by adjacent receptors. Painting and coating of the project would occur during daytime hours only, would be localized, and would be generally confined to the project site. These odors would also be temporary. Operation and maintenance of the project would require the use of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance. Any odors generated by the use of these materials would be both temporary and highly localized. Therefore, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.3.3 Effects of the Environment on the Project (Non-CEQA Impacts)

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo 2030 General Plan has policies (LU 8.9, LU 8.11) that address existing air quality conditions affecting a proposed project.

Accordingly, a health risk assessment was completed to assess the impact of existing TAC sources on future sensitive receptors (i.e., residents) that would be present on-site. Details about the health risk modeling, data inputs, and assumptions are provided in Appendix A. The health risk assessment concluded that the future MEIR at the project would not be exposed to cancer risks, annual $PM_{2.5}$ concentrations, and hazard index for non-cancer health risks that would exceed both the BAAQMD single-source and cumulative source thresholds. Therefore, future residents of the project would not be exposed to substantial pollutant concentrations.

[22] Bay Area Air Quality Management District. California Environmental Quality Act Air Quality Guidelines. May 2017. Page 2-1.

4.4 BIOLOGICAL RESOURCES

The following discussion is based, in part, on an Arborist Report prepared by Kielty Arborist Services, LLC. A copy of the report, dated March 2022, is attached to this Initial Study as Appendix B.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.[23] Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to

[23] United States Department of the Interior. "Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take." Accessed June 16, 2022. https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf.

regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

Local

City of San Mateo 2030 General Plan

Various policies in the General Plan have been adopted to avoid or mitigate impacts to biological resources resulting from planned development within the City, including the following:

Policy	Description
C/OS 6.1	Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.
C/OS 6.2	Require significant replacement planting when the removal of heritage tree is permitted.
C/OS 6.3	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.
C/OS 6.4	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.
C/OS 6.6	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.
C/OS 6.7	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.

City of San Mateo Protected Tree Ordinance

The City of San Mateo tree regulations protect all trees designated as "Protected Trees" (Municipal Code Chapter 13.40). Under this ordinance, a protected tree is defined as any one of the following:

- Heritage Trees
    - Any Oak having a trunk diameter of 10 inches (circumference of 31.4 inches) or more measured at 4.5 feet (54 inches) above ground level.
    - Any tree of any species with a trunk diameter of 15 inches (circumference of 47.1 inches) or more, measured at 4.5 feet (54 inches) above ground level.

- Street Trees
    - Any tree of any size growing along or within the public right of way.

San Mateo Municipal Code Chapter 23.40 Site Development Code

The City's Site Development Code establishes administrative procedures, regulations, required approvals, and performance standards for site grading, construction on slopes, and removal of major vegetation. The regulations apply to site development occurring within any of the following provisions:

- Grading will exceed an area of 5,000 square feet and 5,000 cubic feet (185 cubic yards);
- Grading will exceed a volume of 550 cubic yards;
- Grading, regardless of quantity, where, in the opinion of the Building Official and/or City Engineer, includes special physical conditions which necessitate the application of this chapter to protect public health and safety;
- Construction is proposed on a slope of 15 percent or greater; and/or within slope setbacks as defined in Municipal Code Section 23.40.030; and/or
- Removal of major vegetation (trees over six inches in diameter) is proposed.

The intent of the ordinance is to protect public and private lands from erosion and earth movement, minimize the risk of injury to persons and damage to property, and ensure that each development relates to adjacent lands to minimize physical problems.

San Mateo Municipal Code Chapter 27.71 Landscape for Planning Applications

Chapter 27.71 of the Municipal Code establishes requirements and guidelines for the appropriate design of landscaping and the preservation of existing trees in proposed developments. The intent of this chapter is to require the use of landscaping to develop and maintain neighborhood character, soften architecture by use of plant materials where appropriate, buffer conflicting uses, screen parking areas, create comfortable outdoor living and walking spaces, mitigate air pollution and ensure that future developments are made water efficient. The landscaping plan for the proposed project would be required to meet the minimum standards set forth by Chapter 27.71.

4.4.1.2 *Existing Conditions*

The City of San Mateo is located adjacent to San Francisco Bay and lies at the foothills of the northern extent of the Santa Cruz Mountains. The San Mateo General Plan recognizes the San Francisco Bay as important wildlife habitat which includes coastal marshland, rock outcroppings, and wetlands, as well as interior habitats located along rivers, streams, and urban areas. The City's Planning Area include important biological communities of grassland, woodland, chaparral, scrub, lacustrine, riverine, wetland, riparian, and eucalyptus.[24]

As shown on Figure 3.1-3, the project site and surrounding area is fully developed including commercial, residential, office, and storage facility uses. The project site and residential areas to the

[24] City of San Mateo. *2030 General Plan Final Environmental Impact Report*. July 2010.

east and north include clusters of trees intermixed into urban environment focused along parts of the street right of way and interior lots. According to the San Mateo 2030 General Plan EIR, the nearest biological community to the project site is the riverine habitat of San Mateo Creek, located approximately 1,000 feet north of the site.

Special Status Species

According to maps prepared by the US Fish and Wildlife Service (USFWS) Critical Habitat and the National Oceanic and Atmospheric Administration NOAA) Protected Resources Application, there are no recognized critical species habitats within the project vicinity.[25,26] The nearest habitats of special status species to the project site are the Green sturgeon in the San Francisco Bay (approximate one mile to the northeast), the California red-legged frog (approximately 3.1 miles to the southwest), and Bay checkerspot butterfly (approximately 3.4 miles to the southwest) in the Santa Cruz mountains.

Trees

The project site contains limited areas for habitat which include 31 trees, including six different species. The trees on-site are located in a row primarily along the southwest boundary with the remainder of trees located on the street and northwest boundary. Tree health and structural condition ranges between poor to fair, with two trees considered dead and the majority rated poor. Of the trees on-site, four are recognized as protected trees.

Table 4.4-1: Tree Assessment Summary

Tree Number	Scientific Name	Common Name	Heritage Tree	Street Tree	Protected Tree	Landscape Unit Value[1]
1	Celtis occidentalis	Hackberry	Y	Y	Y	--
2	Celtis occidentalis	Hackberry	Y	Y	Y	--
3	Pistacia chinensis	Chinese Pistache	N	N	N	3.1
4	Pistacia chinensis	Chinese Pistache	N	N	N	2.3
5	Pistacia chinensis	Chinese Pistache	N	N	N	2.5
6	Pistacia chinensis	Chinese Pistache	N	N	N	2.5

[25] USFWS. Critical Habitat for Threatened & Endangered Species. Accessed June 16, 2022. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77.
[26] NOAA. Protected Resources App. Accessed June 15, 2022. https://www.webapps.nwfsc.noaa.gov/portal/apps/webappviewer/index.html?id=7514c715b8594944a6e468dd25aaacc9.

Table 4.4-1: Tree Assessment Summary						
Tree Number	**Scientific Name**	**Common Name**	**Heritage Tree**	**Street Tree**	**Protected Tree**	**Landscape Unit Value[1]**
7	Pistacia chinensis	Chinese Pistache	N	N	N	3
8	Pistacia chinensis	Chinese Pistache	N	N	N	2.8
9	Pistacia chinensis	Chinese Pistache	N	N	N	2.3
10	Photinia x fraseri	Photinia	N	N	N	2.5
11	Photinia x fraseri	Photinia	N	N	N	0.7
12	Photinia x fraseri	Photinia	N	N	N	0.6
13	Photinia x fraseri	Photinia	N	N	N	0.7
14	Photinia x fraseri	Photinia	N	N	N	0.8
15	Photinia x fraseri	Photinia	N	N	N	0.7
16	Photinia x fraseri	Photinia	N	N	N	0.7
17	Photinia x fraseri	Photinia	N	N	N	0.7
18	Photinia x fraseri	Photinia	N	N	N	--
19	Photinia x fraseri	Photinia	N	N	N	--
20	Photinia x fraseri	Photinia	N	N	N	0.7
21	Photinia x fraseri	Photinia	N	N	N	0.9
22	Photinia x fraseri	Photinia	N	N	N	1
23	Photinia x fraseri	Photinia	N	N	N	0.7
24	Cupressus sempervirens	Italian Cypress	N	N	N	3.2

Table 4.4-1: Tree Assessment Summary						
Tree Number	**Scientific Name**	**Common Name**	**Heritage Tree**	**Street Tree**	**Protected Tree**	**Landscape Unit Value[1]**
25	Cupressus sempervirens	Italian Cypress	N	N	N	3.2
26	Cupressus sempervirens	Italian Cypress	N	N	N	3.2
27	Cupressus sempervirens	Italian Cypress	N	N	N	0.7
28	Quercus agrifolia	Coast Live Oak	Y	N	Y	7.3
29	Cupressus sempervirens	Italian Cypress	N	N	N	0
30	Cupressus sempervirens	Italian Cypress	N	N	N	0
31	Prunus serrulata	Cherry	Y	Y	Y	--
		Total:	4 trees	3 trees	4 trees	46.8

Source: Kielty Arborist Services LLC. *Arborist Report for the 435 East 3rd Avenue Project, San Mateo CA.* March 30, 2022.

Notes:

[1] The methodology for calculating land use value can be found in San Mateo Municipal Code Chapter 27.71 Landscape Unit Value. The landscape unit value of street trees are not included in tree replacement calculations.

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**

Special Status Species

As described in Section 4.4.1.2 Existing Conditions, the project site is in an urbanized area and is developed with a mix of commercial, residential, and office buildings. The nearest special status species habitat is located in the San Francisco Bay (Green sturgeon) and in the wooded hillsides west of I-280 (California red-legged frog). Due to the lack of suitable habitat for special status species and history of development on the project site and in the surrounding areas, special-status species are unlikely to occur on the site. Therefore, development of the proposed project would not have a substantial adverse effect on any special-status species. **(Less than Significant Impact)**

Nesting Raptors and Migratory Birds

Although the presence of protected birds is unlikely, urban-adapted raptors or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the MBTA and CDFW Code (refer to Section 4.4.1.1 Regulatory Framework). As discussed in Section 3.2.2, the project proposes to remove a total of 31 trees from the site. Removal of the trees on-site could potentially lead to nest abandonment and/or loss of reproductive effort. This is considered a "taking" by the CDFW. Any loss of fertile eggs, nesting raptors, or any

activities resulting in nest abandonment would be considered a significant impact. The following measures are required to minimize impacts to nesting raptors and migratory birds.

Mitigation Measures: In compliance with the Migratory Bird Treaty Act and the California Fish and Game Code, the following mitigation measures shall be implemented prior to and during demolition and construction activities to reduce impacts to nesting birds to a less than significant level.

MM BIO-1.1: Prior to the issuance of the first building permit, grading permit, or site development permit for tree removal (whichever occurs first), the applicant shall submit a phasing plan to the City's Planning Division with a schedule of both on-site and off-site demolition and construction activities to review the activities that may occur during the nesting season subject to the satisfaction of the Community Development Director, or his/her designee. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1 through August 31 (inclusive).

MM BIO-1.2: (A) If any tree removal, demolition and construction are scheduled during the nesting season, between February 1 and August 31 (inclusive), the applicant shall engage a qualified ornithologist to complete a pre-construction survey for nesting birds to ensure that no nests are disturbed during demolition or construction. During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. This survey shall be completed no more than 14 days prior to the initiation of any construction or demolition activities during the early part of the breeding season (February 1 through April 30 inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1 through August 31 inclusive).

If an active nest is found sufficiently close to work areas to be disturbed by construction (typically 300 feet for raptors and 100 feet for other species), the ornithologist, in consultation with the California Department of Fish and Wildlife, shall determine the extent of a construction free buffer zone to be established around the nest to ensure that bird nests shall not be disturbed during project construction.

(B) Prior to each phase of demolition and construction, the ornithologist shall submit a report identifying designated buffer zones to the City's Planning Division subject to the satisfaction of the Director of Community Development, or his/her designee.

Implementation of MM BIO-1.1 would ensure that no tree removal, demolition or construction activities would take place when nesting birds or nestlings/fertile eggs are present, and therefore the project would not cause abandonment or loss of reproductive effort. If tree removal, demolition and construction cannot be scheduled outside of the nesting season, implementation of MM BIO-1.2 would require a qualified ornithologist to conduct a nest survey of all trees on site. If an active nest is discovered near a construction area, the ornithologist would determine an appropriate buffer to minimize nest disturbance, and a nest survey would be completed and submitted to the City prior to

tree removal, ground-disturbing activities or building demolition. Accordingly, the project would not have a significant impact on nesting birds. **(Less than Significant Impact with Mitigation Incorporated)**

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

As documented under Section 4.4.1.2, the project site and surrounding area is urbanized, and there are no adjacent riparian habitats or other sensitive natural communities. Therefore, since project construction and operation are limited to developed urbanized areas, the project would not have a substantial adverse effect on any riparian habitat or natural communities.

Impact BIO-3:	The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

The project site and surrounding area are urbanized and devoid of any wetlands, marshes, or vernal pools. The project would not impact any state or federally protected wetlands under the Clean Water Act.

Impact BIO-4:	The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. **(Less than Significant Impact)**

Migratory movements of species typically occur via waterways and surrounding riparian habitat, or through contiguous parcels of undeveloped open space. As documented in Section 4.4.1.2 Existing Conditions, the project site and surrounding area is urbanized, and the nearest waterway is San Mateo Creek, which is located 1,000 feet to the north and is segregated from the project site by intervening development. Nesting birds and migratory raptors would be protected by the mitigation measures identified in Impact BIO-1. Since project construction and operation would be confined to the project site the project would not interfere with the movement of any species or impede the use of any native wildlife nursery sites.

Impact BIO-5:	The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact)**

As identified in Section 4.4.1.1 Regulatory Framework, the City's General Plan and Municipal Code include policies and ordinances that protect designated heritage and street trees (i.e., protected trees).

There are approximately 31 trees on the project site, including four protected trees. The project proposes to remove all 31 trees from the site; therefore, the project would be required to obtain a Site

Development Permit in accordance with City Municipal Code Section 23.40, and either replace removed trees with equivalent trees in terms of land use value or pay landscape unit in-lieu fees in accordance with the City's Comprehensive Fee Schedule.[27] As shown in Table 4.4-1, the total land use value of the trees to be removed is 46.8. Additionally, pursuant to Chapter 27.71 of the City's Municipal Code, the project would have a required landscaping area of 387 square feet and would be required to plant one tree or pay equivalent in-lieu fees for every 400 square feet of required landscaping area (equivalent to a landscape unit value of 26.75).[28] The project proposes to plant five 36-inch box trees, each of which have a landscape unit value of three pursuant to Municipal Code Chapter 27.71 (total landscape unit value of 15). As a condition of approval, the project would be required to pay in-lieu fees equivalent to a landscape unit value of 11.75.[29]

Condition of Approval BIO-5.1:

- The applicant shall obtain a Site Development Permit for tree removal from the Planning Division for removal of existing trees with a diameter of six inches or larger at 54 inches above grade. The Site Development Permit for tree removal shall authorize the applicant to replace on-site trees equivalent or greater than the Landscape Unit value of trees to be removed by planting on-site trees, paying a fee in lieu of planting trees at the rate established in the annual Comprehensive Fee Schedule, or a combination of both.

The above condition of approval would ensure that the project complies with all Municipal Code ordinances protecting biological resources (i.e., trees). Accordingly, the project would not conflict with the General Plan policies identified in Section 4.4.1.1 Regulatory Framework intended to protect heritage and street trees.

Impact BIO-6:	The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The City of San Mateo has not established a habitat conservation plan or a natural community conservation plan, nor is it located within the boundaries of an approved local, regional, or state habitat conservation plan. The proposed project would, therefore, not be in conflict with the implementation of any such plans. Accordingly, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

[27] The fee per removed tree pursuant to the City of San Mateo's Adopted Comprehensive Fee Schedule for July 1,2021 through June 30, 2022 is $740.
[28] 387 square feet (required landscape area) divided by 400 square feet (Municipal Code standard) equals one tree.
[29] 46.8 (land use value of trees proposed for removal) plus 26.75 (land use value of required trees per landscape unit) minus 15 (land use value of proposed trees to be planted) equals 11.75.

4.5 CULTURAL RESOURCES

The following discussion is based, in part, on an Historical Resources Evaluation Report prepared by Architecture + History, LLC (dated May 2021) and on an Archaeological Resources Assessment prepared by BASIN Research Associates (dated February 2022). A copy of the Historical Resources Evaluation is attached to this Initial Study as Appendix C; a copy of the Archaeological Resources Assessment is on file with the City of San Mateo Planning Division.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1I, a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[30]

Historical resources eligible for listing in the CRHR must meet the significance criteria described previously and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1)

[30] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed June 16, 2022. http://www.ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association. The National Park Service defines these terms as follows[31]:

- Location is the place where the historic property was constructed or the place where the historic event occurred.
- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

City of San Mateo 2030 General Plan

Various policies in the General Plan have been adopted to avoid or mitigate impacts to cultural resources resulting from planned development within the City, including the following:

[31] National Park Service. *How to Apply the National Register Criteria for Evaluation.* 1997.

Policy	Description
C/OS 7.1	Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.
C/OS 8.1	Historic Preservation. Preserve, where feasible, historic buildings as follows: • Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application. • 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. • 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. • Historic building shall mean buildings which are on or individually eligible for the National Register 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. The City Council by resolution may add or delete any building which it finds does, or does not, meet the criteria for the National Register or other criteria.
C/OS 8.4	Promote the rehabilitation of historic structures; consider alternative building codes and give historic structures priority status for available rehabilitation funds.
C/OS 8.5	Foster public awareness and appreciation of the City's historic, architectural, and archaeological resources.

San Mateo Municipal Code Chapter 27.66 Historic Preservation Code

The City's Historic Preservation Code requires public review and submittal of a Site Plan and Architectural Review planning application for any individually eligible building for the National Register of Historic Places. Any modifications are evaluated for conformance with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.

4.5.1.2 *Existing Conditions*

Prehistoric Resources

The California Native Americans who occupied the San Mateo Peninsula at the time of European contact are known as the Costanoan. The term Costanoan is derived from the Spanish word Costanos, meaning coast people. No native name for the Costanoan people is known to have existed in prehistoric times. Bay Area descendants of these people prefer the name Ohlone. Their territory covered 6,000 to 7,000 square miles extending along the Pacific Coast from south of Monterey Bay north to the San Francisco Peninsula and inland 20 to 45 miles into the Coast Ranges. The project site is within the Ramaytush subdivision of the Ohlone, which included much of present-day San Mateo and San Francisco counties. The project site is situated at or near a primary settlement of the Ssalson tribelet (San Mateo Area) of the Ramaytush. The Ssalson tribelet included seven villages, with the main villages located primarily along San Mateo Creek.

The City has been mapped for archaeological sensitivity and is divided into three sensitivity zones, based on documented archaeological sites (as of 1980). The high sensitivity zone includes recorded sites, primarily shell mounds and near creeks, and the immediately adjacent areas which are favorable sites. The medium sensitivity zone includes areas surrounding the high sensitivity areas and other locales where, while no sites are recorded, the settings are similar to those where recorded sites do occur.

According to a review of archeological studies in the project vicinity and a field inventory conducted by BASIN Research Associates, no prehistoric and/or historic era archaeological sites or resources are present on or within 1,000 feet of the project site. The project site is located within the former Rancho de las Pulgas, which extends from San Mateo Creek to San Francisquito Creek in Palo Alto. None of the known rancho dwellings, other structures or features (e.g., mills, corrals, roads, etc.) were located on or adjacent to the project site. However, given the project's proximity to San Mateo Creek (1,000 feet to the north), the project site is mapped within a medium sensitivity zone.

Historic Resources

Historic resources in San Mateo are generally concentrated in the downtown area. Numerous historic buildings in this area make up the Downtown Historic District, the eastern boundary of which is located along South Railroad Avenue approximately 330 feet to the southwest. The other historic district in San Mateo is the Glazenwood Historic District, which is located between 9th and 10th Avenue and Palm and B Streets located approximately 0.35 miles to the south. The local register of historic resources, the City's Historic Building Survey, identified one National Register eligible site at 273 South Railroad Avenue (located on the parcel southwest and adjacent to the project site) and one locally significant historic resource at 415 South Claremont Street (located approximately 600 feet southeast of the project site).[32]

The project site is occupied by a single-story flat roofed commercial building and an awning that were constructed in 1956. A Historic Resources Evaluation was completed by Architecture + History (refer to Appendix C). The evaluation concluded that the existing building and awning are not eligible for listing in the NRHP, the CRHR, or the local register of historic resources. Although the existing development is associated with the Flying A Gasoline brand and with the expansion of auto related services in this area of San Mateo after World War II, the existing development does not represent a significant contribution to historical events or the cultural heritage of San Mateo, California and the United States. Furthermore, the existing development is not associated with historically significant individuals, nor do they represent the distinctive characteristics of a type, period, region, or method of construction or the work of a master or high artistic values.

[32] City of San Mateo. *Historic Building Survey*. 1989.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact)**

CEQA Guidelines section 15064.5(b) defines a "substantial adverse change" in the significance of a historical resource as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Further, that the significance of an historical resource is "materially impaired" when a project:

- "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources; or
- "demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in an historical resources survey..., unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA." (Guidelines Section 15064.5(b))

As documented in Section 4.5.1.2, there are no historical resources present at the project site, as the existing development is not eligible for listing in the NRHP, the CRHR, or the local register of historic resources. However, a National Register eligible site (273 South Railroad Avenue) is located adjacent to the project site, and a locally significant historic resource is located 600 feet to the southeast.

Project construction and operation would be confined to the boundaries of the project site, and therefore none of the project's activities would have a direct physical effect on the buildings located at 273 South Railroad Avenue or 415 South Claremont Street. Further, the analysis of the project's construction-related vibration impacts (refer to Appendix H and Section 4.13 Noise) determined that the project would not result in cosmetic damage or worse to these buildings with implementation of mitigation measure NOI-2.1. Accordingly, the project would not have any physical impact on the buildings located at 415 South Claremont Street or 273 South Railroad Avenue.

As discussed in Section 4.5.1.1, the NRHP and CRHP identify variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association. Alterations to a historic property's surroundings, which would alter the property's relationship between buildings and other features or open space, can affect the setting of a historic resource.[33][34]

Depending on the vantage point, the project site and existing development is clearly visible in views of 273 South Railroad Avenue; views encompassing 415 South Claremont Street and the project site and existing development are extremely limited. Post-construction, the proposed five-story building would be visible from certain vantage points facing 273 South Railroad Avenue and 415 South Claremont Street. However, the setting of the buildings located at 273 South Railroad Avenue and 415 South Claremont Street have already been significantly changed by the surrounding development of modern conventional construction shown on Figure 3.1-3. Further, as shown on Sheet A1.11 of the plan set, the proposed building would not substantially increase shade on 273 South Railroad Avenue. Therefore, the project would not have a substantial adverse effect on the buildings located at 273 South Railroad Avenue or 415 South Claremont Street through the alteration of their settings.

As noted in Section 4.5.1.2, the Downtown Historic District is located 330 feet southwest of the project site. The project does not propose to alter or remove any buildings located within or adjacent to the Downtown Historic District. Views between the project site and Downtown Historic District are partially or completely obscured due to intervening development, much of which is of modern, conventional design. Therefore, the project would not have a substantial direct or indirect adverse effect on the setting or context of the Downtown Historic District.

For these reasons, the project would not cause an adverse change in the significance of a historical resource.

Impact CUL-2:	The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**

As described under Section 4.5.1.2 Existing Conditions, while no prehistoric- or historic-era sites or resources have been documented within 1,000 feet of the project site, the project site is located within a medium sensitivity zone for archaeological resources. Although the project site has previously been extensively disturbed by past development, construction of the project (e.g. grading)

[33] National Park Service. *How to Apply the National Register Criteria for Evaluation.* 1997.
[34] Setting refers to the character of the place in which the property played its historical role, including natural and man-made features.

has the potential to encounter and damage or destroy undiscovered subsurface archaeological resources, if present.

Mitigation Measures:

MM CUL-2.1: Prior to the issuance of any demolition, grading or building permit involving ground-disturbing activities (whichever occurs first), the project applicant shall hire a qualified Professional Archaeologist and Native American Monitor to develop a Worker's Environmental Awareness Program (WEAP) to train the construction crew on the legal requirements for the treatment of cultural resources as well as procedures to follow in the event of a cultural resources discovery. This training program shall be given to the crew before ground disturbing work commences and shall include handouts to be given to new workers.

MM CUL-2.2: The applicant shall note on all construction plans that require ground disturbing activities that there is a potential for exposing buried cultural resources including prehistoric Native American burials.

MM CUL-2.3: A Professional Archaeologist and Native American Monitor shall be present during all ground-disturbing activities. If any prehistoric or significant historic period cultural materials are exposed during construction grading and/or excavation whether on-site or off-site, the applicant shall halt all construction activities within 50 feet of the find, and the Professional Archaeologist shall provide identification, evaluation, and further recommendations consistent with CEQA and City of San Mateo requirements.

If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource under CEQA, the applicant shall notify the Community Development Director, or his/her designee, and provide avoidance, preservation in-place, recordation, additional archaeological testing and data recovery measures to reduce impacts to a less than significant level. The applicant shall also complete a formal Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) that includes data recovery if significant archaeological deposits are exposed during ground disturbing construction. The applicant shall submit the AMP and/or ATP to the City's Planning Division subject to the satisfaction of the Community Development Director, or his/her designee. Development and implementation of the AMP and ATP and treatment of significant cultural resources will be determined by the applicant in consultation with the California Office of Historic Preservation and the City of San Mateo.

Prior to any ground-disturbing activities, implementation of MM CUL-2.1 would require the project to provide WEAP training to all construction workers on the legal requirements for the treatment of cultural resources as well as procedures to follow in the event of a cultural resources discovery,

which would ensure that workers identify and follow procedures intended to protect potential archaeological deposits. The project would implement MM CUL-2.2, which would require all plans involving ground-disturbing activities to note the potential to expose buried cultural resources. Implementation of MM CUL-2.3 would require all ground-disturbing activities to halt within 50 feet of any exposed prehistoric or significant cultural resource that would be subsequently evaluated by a qualified Professional Archaeologist. If the archaeologist determines it is a historical resource and/or unique archeological resource under CEQA, the project would notify the City of the cultural resource and implement measures that would prevent the damage or destruction of discovered resources. An Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) would be completed to guide the treatment of significant cultural resource with the California Office of Historic Preservation and the City of San Mateo. Accordingly, with implementation of MM CUL-2.1 through MM CUL-2.3, the project would not cause a substantial adverse change in the significance of an archaeological resource.

Impact CUL-3:	The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**

Human graves are most often associated with prehistoric occupation sites. As discussed in Section 4.5.1.2 Existing Conditions, no known prehistoric sites are present on or within 1,000 feet of the project site. However, the potential exists for human remains, including Native American remains, to be unearthed during construction activities.

Mitigation Measures: The project shall implement the following measures in the event that human remains are discovered during project implementation.

MM CUL-3.1: In the event that human remains are discovered during excavation and/or grading whether on-site or within the public right-of-way, the applicant shall halt all activity within a 50-foot radius of the find and notify the Community Development Director, or his/her designee. The applicant shall also immediately notify San Mateo County Coroner to have a determination made as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. Treatment of human remains and any associated or unassociated funerary objects discovered during any soil-disturbing activity within the project site shall comply with applicable State laws (i.e., Native American burials, Chapter 1492, Section 7050.5 to the Health and Safety Code, Sections 5097.94, 5097.98 and 5097.99 of the Public Resources Code). If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5I of the CEQA Guidelines.

Implementation of MM CUL-3.1 would ensure that any human remains encountered during project construction are subject to timely identification, analysis, and documentation in accordance with state

and local laws. Accordingly, any disturbance to human remains caused by the project would be mitigated to a less than significant level.

4.6 ENERGY

The following discussion is based, in part, on a Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc. A copy of the report, dated June 2022, is attached to this Initial Study as Appendix E.

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued an executive order, EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The executive order requires CARB to "ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2 from the atmosphere through sequestration.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately

every three years.[35] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[36]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[37]

Local

City of San Mateo 2030 General Plan

Various policies and actions in the General Plan have been adopted to avoid or mitigate impacts to energy resources resulting from planned development within the City, including the following:

Policy	Description
UD 2.14	Require new development and building alterations to conform with the City's Sustainable Initiative Plan and subsequent City Council adopted goals, policies, and standards pertaining to sustainable building construction.

San Mateo Municipal Code Chapter 23.24.030 Mandatory Solar Installations

Solar photovoltaic systems shall be installed as follows:

- New residential buildings four stories or more shall provide a minimum of a 3-kilowatt photovoltaic system.
- New non-residential buildings greater than or equal to 10,000 square feet of gross floor area shall provide a minimum of a 5-kilowatt photovoltaic system

[35] California Building Standards Commission. "California Building Standards Code." Accessed June 14, 2022. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[36] California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed June 14, 2022. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.
[37] California Air Resources Board. "The Advanced Clean Cars Program." Accessed June 14, 2022. https://www.arb.ca.gov/msprog/acc/acc.htm.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 7,802 trillion British thermal units (Btu) in the year 2019, the most recent year for which this data was available.[38] Out of the 50 states, California is ranked second in total energy consumption and 46th in energy consumption per capita. The breakdown by sector was approximately 19 percent (1,456 trillion Btu) for residential uses, 19 percent (1,468 trillion Btu) for commercial uses, 23 percent (1,805 trillion Btu) for industrial uses, and 39 percent (3,073 trillion Btu) for transportation.[39] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in San Mateo County in 2020 was consumed primarily by the non-residential sector (60 percent), with the residential sector consuming 40 percent. In 2020, a total of approximately 4,167 GWh of electricity was consumed in San Mateo County.[40]

Peninsula Clean Energy is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by Peninsula Clean Energy is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the Peninsula Clean Energy service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources. [41]

Natural Gas

PG&E provides natural gas services within the City of San Mateo. In 2019, approximately one percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.[42] In 2019, residential and commercial customers in California used 33 percent of the state's natural gas, power plants used 26 percent, the industrial sector used 35 percent, and other uses used six percent.[43] Transportation accounted for one percent of natural gas use in California. In 2019, San Mateo County used approximately nine percent of the state's total consumption of natural gas.[44]

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[38] United States Energy Information Administration. "State Profile and Energy Estimates, 2019." Accessed June 14, 2022. https://www.eia.gov/state/?sid=CA#tabs-2.
[39] Ibid.
[40] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed June 14, 2022. http://ecdms.energy.ca.gov/elecbycounty.aspx.
[41] Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed June 14, 2022. https://www.peninsulacleanenergy.com/faq/. 2) Peninsula Clean Energy. "Energy Choices." Accessed June 14, 2022. https://www.peninsulacleanenergy.com/faq/.
[42] California Gas and Electric Utilities. 2020 *California Gas Report.* Accessed June 14, 2022. https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf.
[43] United States Energy Information Administration. "State Profile and Energy Estimates, 2019." Accessed June 14, 2022. https://www.eia.gov/state/?sid=CA#tabs-2.
[44] California Energy Commission. "Natural Gas Consumption by County." Accessed June 14, 2022. http://ecdms.energy.ca.gov/gasbycounty.aspx.

Fuel for Motor Vehicles

In 2019, 15.4 billion gallons of gasoline were sold in California.[45] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 24.9 mpg in 2019.[46] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in March 2020 to require all cars and light duty trucks achieve an overall industry average fuel economy of 40.4 mpg by model year 2026. [47,48]

Energy Use of Existing Development

The estimated annual amounts of electricity and natural gas used by the existing development on the site are shown in Table 4.6-1.

Table 4.6-1: Estimated Annual Energy Use of Existing Development

Development	Electricity Use (kWh)	Natural Gas Use (kBtu)	Gasoline (gal/yr.)[1]
Automobile Care Center, 2,700 square feet	20,061	66,339	3,137

Source: ECORP Consulting, Inc. *435 E. 3rd Avenue Mixed-Use Development Project Greenhouse Gas Emissions Assessment*. June 2022.

Notes:

[1] Gasoline use calculated based on estimated annual VMT of existing uses (79,696) in CalEEMod divided by average U.S. fuel economy. Per the 2021 EPA Automotive Trends Report, the average U.S. Fuel Economy is 25.4 mpg for light-duty vehicles.

[45] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed June 23, 2022. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.

[46] United States Environmental Protection Agency. "The 2020 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." Published January 2021. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010U68.pdf

[47] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed June 13, 2022. http://www.afdc.energy.gov/laws/eisa.

[48] Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007.* Accessed June 13, 2022. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

4.6.2 Impact Discussion

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

Impact EN-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. **(Less than Significant Impact)**

Energy is consumed during the construction and operational phases of the project. The construction phase would require energy for the actual manufacture and transportation of building materials, preparation of the site (e.g., demolition, soil off-haul, and grading), and the actual construction of the project. Adherence to existing regulations and programs would reduce energy loss resulting from the disposal of construction and demolition materials through diversion and recycling.

Operation of the proposed project would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy would also be consumed during each vehicle trip associated with the project. Table 4.6-2 shows the estimated annual energy use of the proposed development by land use.

Table 4.6-2: Estimated Energy Use of Proposed Development			
Land Use	**Electricity Use (kWh/yr.)**	**Natural Gas Use (kBtu/yr.)**	**Gasoline (gal/yr.)[1]**
Apartments, Mid-Rise	19,431	0	1,731
General Office Building	403,689	0	23,892
Project Total	423,120	0	25,623
Existing Total	20,061	66,339	3,137
Net Change in Energy Consumption	403,059	-66,339	22,486

Source: ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, 435 East 3rd Avenue Mixed-Use Project*. June 2022.

Notes:

[1] Gasoline use calculated based on forecasted annual VMT in CalEEMod (650,849) divided by average U.S. fuel economy. Per the 2021 EPA Automotive Trends Report, the average U.S. Fuel Economy is 25.4 mpg for light-duty vehicles.

As shown in Table 4.6-2, operation of the project would increase consumption of electricity by approximately 403,059 kWh and decrease natural gas consumption by 66,339 kBtu per year. Annual gasoline consumption in comparison with existing conditions would increase by approximately 22,436 gallons per year as a result of the project. The project would decrease natural gas consumption and result in an insignificant increase in gasoline consumption in comparison with the 15.4 billion gallons of gasoline consumed per year in California. Electricity consumed by the project would be equivalent to approximately 0.00009 percent of the countywide electricity use.[49] Therefore, project-related energy consumption is less than significant in comparison with state and county consumption of electricity, natural gas, and gasoline. The project would support California's Executive Order B-55-18 to achieve carbon neutrality by reducing energy consumption associated with new development through the implementation of CALGreen Building Code, and the City of San Mateo General Plan, Municipal Code, and CAP.

For the reasons stated above, the project would not result in wasteful, inefficient, or unnecessary consumption or wasteful use of energy resources.

[49] The project would consume a net 403,059 kWh, equivalent to 0.40 GWh. Dividing the project's electricity consumption by the county's electricity consumption in 2020 (4,167 GWh) equals 0.000095 percent.

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

The City of San Mateo CAP contains GHG reduction measures which focus on increasing renewable energy production and improving energy efficiency. In accordance with Section 23.24.030 of the San Mateo Municipal Code, the project would be required to provide a three-kilowatt photovoltaic system for its residential uses and a five-kilowatt photovoltaic system for its non-residential uses. GHG Reduction Measures RE-2 and -3 would be satisfied by including the rooftop solar photovoltaic system (refer to Impact GHG-2). Compliance with this measure, in addition to Title 24 of the California Code, would ensure that the project provides opportunities for on-site renewable energy generation and has a high overall operational energy efficiency. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.7 GEOLOGY AND SOILS

The following discussion is based, in part, on a Geotechnical Investigation prepared by Cornerstone Earth Group, Inc. A copy of the report, dated August 2021, is attached to this Initial Study as Appendix D.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of San Mateo 2030 General Plan

Various policies and actions in the General Plan have been adopted to avoid or mitigate geology and soils impacts resulting from planned development in the City, including the following:

Policy	Description
S 1.1	Require a site specific geotechnical engineering studies, subject to the review and approval of the City Engineer and Building Official, for development proposed on sites identified in Figure S-1 of the City's General Plan as having a 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, or contribute to, the hazardous condition on the site or on adjacent properties.
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.
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.

San Mateo Municipal Code Chapter 23.40 Site Development Code

The City's Site Development Code establishes administrative procedures, regulations, required approvals, and performance standards for site grading, construction on slopes, and removal of major vegetation. In general, a planning application and a subsequent site development permit are required for development where grading exceeds 5,000 square feet in area; grading exceeds a volume of 550 cubic yards; removal of major vegetation (trees over 6 inches in diameter) is proposed; and construction is proposed on a slope of 15 percent or greater, and/or within slope setbacks as defined in Municipal Code Section 23.40.030. The intent of the ordinance is to protect public and private lands from erosion and earth movement, minimize the risk of injury to persons and damage to property, and ensure that each development relates to adjacent lands to minimize physical problems.

4.7.1.2 *Existing Conditions*

Regional Geology

The City of San Mateo is located within a flat-lying plain along the western edge of San Francisco Bay, bounded by the Santa Cruz Mountains on the west. This area is located in the Coast Ranges geomorphic province, which extends from the Oregon border nearly to Point Conception. The Coast Ranges in the Bay Area have developed on a basement of tectonically mixed Cretaceous- and Jurassic-age rocks of the Franciscan Complex (70 – 200 million years old). Younger sedimentary and volcanic units cap these rocks in the local area, and still younger surficial deposits that reflect geologic conditions of the last million years cover most of the Coast Ranges.

Local Geology

The project site is located on Holocene-era alluvial fan deposits underlain by medium-grained alluvium (Qam) of Holocene age over older alluvium (Qoa) of Pleistocene age. The Qam unit is described as "unconsolidated to moderately consolidated, moderately sorted fine sand, silt and clayey silt." The Qam unit is generally less than 20 feet thick, was deposited at the edge of coarse-grained alluvial fans (Qac) and locally interfingers with coarse and fine grained alluvium (Qaf). It forms much of the flatland alluvial plain along the western edge of the Bay in the San Mateo quadrangle. The Qoa unit is designated as "(Late Pleistocene) older alluvial fan deposits" and is described as "unconsolidated to moderately consolidated gravel, sand and silt."

On-Site Geological Conditions

Topography

The project site and immediate vicinity is generally flat. No significant slopes or knolls, hills or mountains are located in the surrounding area.[50]

Seismicity and Seismic Hazards

The project site is located within the seismically active San Francisco Bay Area region. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher. Major active faults in the area include San Andreas fault (approximately 3.5 miles to the west); the Monte Vista-Shannon (approximately 9.8 miles to the south), the San Gregorio (approximately 10.4 miles to the southwest), and the Hayward (approximately 14.9 miles to the east).

According to the CGS, the project site is not within an Alquist-Priolo Earthquake Fault Zone or a Landslide or Liquefaction Hazard Zone.[51]

[50] US Geological Survey. National Map - Elevation Slope Map. Accessed June 13, 2022. https://apps.nationalmap.gov/viewer/.
[51] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Accessed June 13, 2022. https://maps.conservation.ca.gov/cgs/EQZApp/app/

Soils

Subsurface borings completed by Cornerstone Earth Group generally encountered interbedded alluvial soils to the maximum depth of exploration (60 feet below ground surface (bgs)). In general, the borings encountered 1.5 feet of undocumented fill consisting of stiff to hard sandy lean clay below the surface, very stiff to hard sandy lean clay to lean clay with sand from five to 14 feet, and a dense sandy lean clay layer with gravel from 15 to 22 feet. A dense layer of sand with clay and gravel to a depth of 29 feet followed by a layer dense clayey sand with gravel to about 40 feet below in one boring. In the other boring, a hard sandy lean clay layer was observed to a depth of 41 feet and very dense clayey sand with gravel to the maximum explored depth of 60 feet.

Plasticity index (PI) tests conducted on representative soil samples indicated that soils on-site have a PI of 11, and are therefore not classified as expansive pursuant to the CBC.[52]

Groundwater

Based on subsurface borings and tests conducted in the surrounding area, groundwater on site and in the surrounding area ranges between 12 and 28 feet bgs with an estimated northeast flow direction.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments from in geologic strata. There are no known paleontological resources or fossil recovery sites in the City of San Mateo. As noted under Local Geology, Pleistocene-era sediments are present on-site, which due to their geological age may contain paleontological resources.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	☐	☐	☒	☐
- Strong seismic ground shaking?	☐	☐	☒	☐
- Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
- Landslides?	☐	☐	☐	☒

[52] Plasticity Index is correlated to expansion potential and shrink-swell of soils. Pursuant to the 2019 CBC, soils with a PI greater than 15 are considered expansive.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

Impact GEO-1: The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less than Significant Impact)**

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, making fault rupture at the site unlikely. As documented in Section 4.7.1.2 Existing Conditions, the nearest fault is the San Andreas, located approximately 3.5 miles west of the site, and the proposed project is outside of the fault rupture zone. Therefore, significant impacts associated with fault ruptures are not anticipated to occur. **(Less than Significant Impact)**

Ground Shaking

The San Francisco Bay Area region contains both active and potentially active faults and is considered a region of high seismic activity. The 1997 Uniform Building Code locates the entire Bay Area within Seismic Risk Zone 4. Areas within Zone 4 are expected to experience maximum magnitudes and damage in the event of an earthquake. Earthquakes pose especially high risks to San Mateo because of the City's close proximity to active faults with relatively frequent past movements.

Construction of the project would be subject to the standard engineering and building practices and techniques specified in the CBC and the recommendations of the site-specific geotechnical investigation (refer to Appendix D), as well as the applicable Building and Fire Codes adopted by the City of San Mateo. Consistent with the findings of the General Plan EIR, conformity with state and local law would ensure less than significant impacts associated with seismically-induced ground shaking. **(Less than Significant Impact)**

Ground Failure

Liquefaction and Lateral Spreading

Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. This phenomenon is triggered by earthquake or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt layers bedded with a cohesive cap. Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying soil toward an open or "free" face such as an open body of water, channel, or excavation. This movement is often associated with liquefaction and commonly occurs on gentle slopes in seismically active regions. Lateral spread presents a significant hazard to the integrity of buildings and other structures.

As documented in Section 4.7.1.2, the project site is not susceptible to liquefaction. There are no adjacent bodies of water, channels, or excavations in the vicinity of the site that could increase the potential for lateral spreading to occur. Project-related grading and excavation activities would extend to a maximum depth of 10 feet, and therefore would not encounter groundwater requiring dewatering that could increase the risk lateral spreading. The project would be required by law to conform with the 2019 CBC and the City's Site Development Code, which would further reduce the risk of liquefaction and lateral spreading. Accordingly, the Geotechnical Investigation (refer to Appendix D) concluded the risk of liquefaction and lateral spreading was low.

For these reasons, the project would not cause any substantial adverse effects associated with seismically-induced liquefaction or lateral spreading. **(Less than Significant Impact)**

Landslides

As described in Section 4.7.1.2, the project site is not mapped by CGS within a Landslide Hazard Zone and the topography of the site and surrounding area is relatively flat. While construction of the building footing would require excavation and grading, it would not create any unstable slopes that would exacerbate existing landslide risks. Accordingly, the project would not cause any substantial adverse effects associated with seismically-induced landslides. **(Less than Significant Impact)**

Impact GEO-2:	The project would not result in substantial soil erosion or the loss of topsoil. **(Less than Significant Impact)**

Ground disturbance related to demolition, excavation, grading, and construction activities from the proposed project is expected, potentially resulting in an increased exposure of soil to wind and water erosion. Development on the project site could result in significant amounts of soil erosion if managed improperly. The City of San Mateo's Municipal Code and Site Development Code outlines procedures to be followed to prevent significant soil erosion during construction activities.

In accordance with the General Plan and the City's Municipal Code, Site Development Code 23.40.040, the project would be required to implement the following conditions of approval.

Condition of Approval GEO-2.1:

(A) The project shall include erosion control measures in the building permit plans including silt fences, fiber rolls, proposed cribbing (retaining walls or riprap), terraces, and/or surface protection, required for drainage and erosion control of the property in accordance with Municipal Code section 23.40.040(a), subject to review and approval of the Public Works Director, or his/her designee. Conformance with these measures will reduce soil erosion during construction. The applicant shall also submit an Erosion and Sediment Control Plan (which includes erosion control measures), if required by the City Engineer or Building Official.

(B) The applicant shall also submit a site logistics plan for each phase of operation. The plan, at a minimum, shall include estimated timeframes for implementation, duration, construction operations.

(C) The project applicant shall provide a Storm Water Pollution Prevention Plan (SWPPP) in compliance with Bay Area Stormwater Management Agencies Association (BASMAA) Blueprint for a Clean Bay Best Management Practices to Prevent Stormwater Pollution from Construction-Related Activities.

With adherence to the above conditions of approval, the project would not substantially increase soil erosion on-site or contribute to the loss of topsoil.

Impact GEO-3:	The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

As described under Impact GEO-1, the project, with adherence to state and local laws and the recommendations of the site-specific geotechnical report, would not exacerbate landslide, lateral spreading, or liquefaction risks. As described under Impact GEO-2, the project would comply with the City's standard conditions of approval for reducing erosion. Additionally, the City's Site Development Code 23.40.040 requires projects that involve over 5,000 square feet or 550 cubic yards of grading to obtain a Site Development Permit. To do so, the project would be required to follow procedures to demonstrate conformance with applicable building codes, building safety during

seismic events, erosion control measures, and appropriate construction procedures for project implementation.

Condition of Approval GEO-3.1:

- The applicant shall submit a stamped, signed, and dated soils investigation report containing design recommendations and shall integrate recommendations into the plans as appropriate. The applicant shall also submit a letter stamped and signed by the Geotechnical engineer of-record stating the plans and specifications substantially conform to the recommendations in the soil report, subject to the satisfaction of the Building Official or his/her designee.

Condition of Approval GEO-3.2:

- The Geotechnical Engineer or Civil Engineer who prepared the soil investigation, or an equally qualified professional, shall issue a final report stating the completed pad, foundation, finish grading and associated site work substantially conform to the approved plans, specifications and investigations, to the satisfaction of the Building Official or his/her designee.

Compliance with state and local laws and adherence with the required conditions of approval identified above which would ensure the project is built to state and local standards designed to ensure site and building stability. As a result, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Impact GEO-4:	The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

As documented in Section 4.7.1.2, soils on site have a PI of 11. Pursuant to the 2019 CBC, soils with a PI of 15 or less are not considered expansive, therefore the project would not be located on expansive soil. Additionally, as discussed under Impact GEO-1, the geologic foundation of the project site is at a less than substantial risk of landslides, lateral spreading, or liquefaction. By conforming with the applicable regulations and the recommendations of the soils and engineering geology report, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Impact GEO-5:	The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **(No Impact)**

The project site is located in an urbanized area of San Mateo. The proposed project would be served by existing municipal sewer lines and would not require the installation of septic tanks or alternative wastewater disposal systems.

Impact GEO-6:	The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact)**

As documented in Section 4.7.1.2, there are no known paleontological resources or fossil recovery sites in the City of San Mateo. Further, the project site and surrounding area have been extensively developed, and no paleontological resources have been discovered as of yet. Sensitive paleontological resources are unlikely to be unearthed during construction-related ground disturbing activities. However, the project site is located on Pleistocene-era deposits that have the potential to contain paleontological resources due to their geological age. Therefore, undiscovered subsurface paleontological resources may be present. The City of San Mateo requires all projects to implement the following condition of approval in the event that paleontological resources are discovered during project construction.

Condition of Approval GEO-6.1:

- In the event of the discovery of paleontological resources (fossils) on the project site or in the public right-of-way, the applicant shall halt all construction activities within 50 feet of the discovery, notify the Planning Manager and/or Project Planner, and retain a qualified paleontologist to determine the significance of the discovery. The paleontologist shall evaluate the uniqueness of the find, prepare a written report documenting the find and recommending further courses of action, and submit a summary of findings to the Project Planner. Following City acceptance of the report and proposed recommendations, the applicant shall incorporate the recommendations of the paleontologist when continuing construction.

The project would implement the above condition of approval in the event that fossils are unearthed during ground disturbing activities. Upon discovery, work would be halted within a 50-foot buffer around the fossil discovery, the City of San Mateo Planning Division would be contacted, and a qualified paleontologist would be retained by the applicant to evaluate and submit a report on the fossil's significance. Based upon the paleontologist's findings, appropriate actions and measures would be taken to avoid damaging or destroying any paleontological resources encountered. Accordingly, implementation of the above condition of approval would ensure the project would have a less than significant impact to paleontological resources.

4.7.3 Effects of the Environment on the Project (Non-CEQA Impacts)

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies that address existing geology and soils conditions affecting a proposed project.

The proposed project is located in the seismically active San Francisco Bay Area in proximity to several active faults. The site is not located within the fault rupture hazard zone of any of these faults. The project site is not located within an EZRI for liquefaction or land sliding, and no geologic hazards or unique soil conditions are present that could endanger nearby uses or future residents of

the proposed project or the safety of adjacent buildings and structures. As required by law, a site-specific geotechnical investigation that addresses safety concerns and mitigates risks posed by site development would be prepared to ensure that the project would be in compliance with General Plan Policy S1.1 and the City's Site Development Code.

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on a Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc. A copy of the report, dated September 2022, is attached to this Initial Study as Appendix E.

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO_2e ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050. Plan Bay Area 2050 establishes a course for reducing per capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

Regional and Local

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The

guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

City of San Mateo 2030 General Plan

Various policies and actions in the General Plan have been adopted to avoid or mitigate greenhouse gas impacts resulting from planned development in the City, including the following:

Policy	Description
BE-3	Adopt a green building policy for the design and construction of new civic facilities to meet or exceed LEED Silver green building standards and for building removal projects to meet or exceed LEED Certified. For some civic buildings, the GreenPoint Rated program may be applicable; in that case, buildings may be designed and constructed to meet or exceed a GreenPoint Rating of 75 points for new construction and 50 points for remodels in place of a LEED rating.
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.
LU 8.3	Evaluate the City's GHG Emissions Reduction target, quantify greenhouse gas emissions in accordance with industry protocol, re-evaluate emission reduction measures, monitor the Greenhouse Gas Emissions Reduction Program's progress toward achieving the target GHG emissions reductions on an annual basis and require necessary amendments no less than every five years to respond to the current environmental setting, regulatory structure, and progress towards implementation.
LU 8.5	Promote or join local partnerships and opportunities that offer renewable energy options to the residents and/or help inform them of rebates and options while ensuring that the permit process is quick and inexpensive.
UD 2.14	Require new development and building alterations to conform with the City's Sustainable Initiative Plan and subsequent Council adopted goals, policies, and standards pertaining to sustainable building construction.

City of San Mateo Climate Action Plan

The City adopted an updated community-wide Climate Action Plan (CAP) in April 2020, which updates and consolidated the various City's GHG reduction efforts based on the vision of San Mateo residents, businesses, and local government. The CAP provides the framework for San Mateo to reduce its community-wide GHG emissions in a manner consistent with state reduction targets and goals for 2030 and 2050. The CAP was prepared consistent with the California Environmental Quality Act (CEQA) Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (CCR 15183.5). This allows the 2020 CAP to support (and possibly streamline) environmental review of GHG emissions related to future development projects within the City. The 2020 CAP is a direct update to the 2015 CAP. The 2020 CAP analyzes San Mateo's progress to date in meeting its GHG reduction targets and contains new information to achieve more significant and longer-term GHG reductions.

A CAP is a comprehensive strategy for a community to reduce emissions of GHGs, which, according to scientific consensus, are primarily responsible for causing climate change. The CAP identifies a strategy, reduction measures, and implementation actions the City will use to achieve targets consistent with state recommendations of 4.3 metric tons of CO2e (MTCO2e) per person by 2030 and 1.2 MTCO2e per person by 2050. The City CAP includes five key pieces:

- An inventory of the annual GHG emissions attributable to San Mateo based on the types of activities occurring within the community and guidance from various protocols and agencies.
- A forecast of what GHG emissions are likely to look like in 2030 and 2050 based on expected population and economic growth as predicted in the City's General Plan; with the consideration of major CO2e emission reduction policies.
- A reduction target, which identifies goals for reducing GHG emissions by 2030 and 2050.
- Reduction strategies, which describe the actions the community intends to take to achieve the reduction target. Each strategy identifies the amount of GHGs that will be reduced once the strategy is implemented. The CAP also estimates benefits of existing programs.
- An implementation and monitoring program to track progress toward the reduction target and the status of the reduction strategies. A CAP consistency checklist for future development projects is included in the implementation program.

As part of the CAP, the City developed a CAP consistency checklist for land use projects. The checklist is a streamlined tool that identifies the CAP's mandatory requirements and provides an opportunity for project applicants to demonstrate project consistency with GHG reduction measures and actions in the CAP. The checklist identifies a general development class and the strategies which must be implemented for the project to be compliant with the CAP. The checklist is also an opportunity to identify additional project characteristics that support the GHG reduction targets and programs in the CAP. Projects are considered to be consistent with the City's CAP if they comply with the required GHG reduction measures. If a project does not comply with the applicable mandatory GHG reduction measures, mitigation measures must be implemented to require compliance.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

The project site is currently developed with a 2,700 square foot auto repair facility and surface parking lot. GHG emissions associated with vehicle trips to and from the project site and operation of the existing uses were estimated using CalEEMod (refer to Appendix E). The existing development at the project site is estimated to generate 35 metric tons of CO_2e per year.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

4.8.2.1 *Thresholds of Significance*

For the purposes of this assessment, the project is evaluated for compliance with the City's CAP, which was written to align with the goals of SB 32, and addresses estimated emissions beyond 2020 as informed by the post-2020 GHG reduction targets of SB 32 and EO S-3-05. Specifically, the City set emission reduction goals of 15 percent below 2005 emissions levels by 2020, 4.3 $MTCO_{2e}$ per person by 2030, and 1.2 $MTCO_{2e}$ per person by 2050. Therefore, project compliance with the City's CAP adequately establishes project compliance with statewide GHG reduction goals for the year 2030 associated with SB 32, and with statewide GHG reduction goals for the years beyond 2030.

Plans adopted for the purpose of reducing GHG emissions includes ABAG's Plan Bay Area, which is the RTP/SCS for the San Francisco Bay Area and establishes an overall GHG target for the region consistent with the post-2020 GHG reduction goals of SB 32, and the BAAQMD 2017 Clean Air Plan, which defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG emissions reduction targets.

Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact)**

Construction

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Demolition of the existing on-site buildings would also generate GHGs. GHG emissions from construction-related activities were estimated using CalEEMod, and accounted for the demolition of 2,700 square feet of structures, in addition to the export of 1,200 tons of debris and 3,100 cubic yards of soil. More information on the methodology used to estimate construction-related GHG emissions can be found in Appendix E.

Construction of the proposed project is estimated to generate approximately 135 metric tons of CO_2e. Generation of GHG emissions from construction activities would cease once building construction is completed. As stated in Section 4.8.2.1 Thresholds of Significance, neither the City of San Mateo or

BAAQMD has an adopted threshold of significance for construction-related GHG emissions. Because construction would be temporary (approximately 15 months) and would not result in a permanent increase in emissions, the project would not result in a significant GHG impact from construction emissions. **(Less than Significant Impact)**

Operations

GHG emissions associated with operation of the proposed project are primarily attributable to energy expenditures of the building and vehicle transport to and from the project site. GHG emissions generated by operation of the proposed project were estimated using CalEEMod and compared to the City of San Mateo's 4.3 MTCO2e per person threshold discussed in Section 4.8.1.1. The methodology, data inputs, assumptions, and results are described further in Appendix E. Table 4.8-1 below shows the annual GHG emissions resulting from operation of the proposed project.

Table 4.8-1: Operational GHG Emissions

Project Emissions (MTCO2e/year)	Service Population[1]	Project Emissions (MTCO2e/year/ service population)[2]	CAP Threshold (MTCO2e/year/ service population)	Exceed Threshold?
225	124 residents and employees	1.81	4.3	No

Source: ECORP Consulting, Inc. *435 East 3rd Avenue Project Greenhouse Gas Emissions Assessment.* September 2022.

Notes:

[1] Per the discussion in Section 4.15.2.1 of this Initial Study, the project is estimated to generate 13 new residents and 111 new employees.

2 225 MTCO2e/year divided by the service population (124 residents/employees) equals 1.81.

As shown in Table 4.8-1, the project's GHG emissions would not exceed the 2030 service population threshold of 4.3 MTCO2e/year/service population. Therefore, operation of the project would not generate significant GHG emissions. **(Less than Significant Impact)**

Impact GHG-2: The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

City of San Mateo Climate Action Plan

As discussed in Section 4.8.1.2 Regulatory Framework, projects are considered to be consistent with the City's CAP if they comply with all of the applicable GHG reduction measures identified in the CAP Consistency Checklist, or project emissions do not exceed the appropriate MTCO2e/year/ service population threshold. Since the project would be built out prior to 2030, the City's CAP uses a threshold of 4.3 MTCO2e/year/ service population. As shown in Table 4.8-1 under Impact GHG-1, the project's GHG emissions would not exceed the 2030 service population threshold of 4.3 MTCO2e/year/service population. Therefore, the project would be consistent with the City's CAP.

BAAQMD 2017 Clean Air Plan

As noted in Section 4.8.1.2 Regulatory Framework, BAAQMD's 2017 CAP includes control measures designed to reduce emissions of methane and other super-GHGs, including mobile source, transportation control, and energy and climate measures. The project's consistency with these measures is discussed below.

Mobile Source and Transportation Source Control Measures

The 2017 CAP's mobile source and transportation control measures are designed to reduce ozone precursor emissions from motor vehicles by reducing vehicle trips and vehicle miles traveled (VMT) in addition to vehicle idling and traffic congestion.

Since the project would exclude on-site parking and the project site would be located in close proximity to the downtown San Mateo Caltrain Station (approximately 0.1 miles to the north) and is served by SamTrans routes 53, 55, 59, 250, 292, 295, 397, and ECR, the project would not result in a substantial increase in VMT (refer to Section 4.17.2, Impact TRN-2). The project would provide short- and long-term bicycle parking spaces for residents and employees. Additionally, as discussed under Section 3.2.1, the project would improve the sidewalk along East 3rd Avenue and install a directional curb ramp at the northwest corner of the East 3rd Avenue/South Claremont Street intersection, which would improve pedestrian access to transit facilities. The combination of the proposed improvements to bicycle and pedestrian facilities would increase alternative modes of transportation, thereby further decreasing VMT. The project would also result in a net increase in the number of residents in the downtown area (refer to Section 4.14 Population and Housing), thus reducing VMT associated with visitors to nearby employment and commercial uses. Accordingly, the proposed project would not conflict with the goals of the transportation and mobile source control measures of the Clean Air Plan.

Energy and Climate Control Measures

The 2017 CAP's energy and climate control measures are designed to reduce ambient concentrations of emissions of CO_2. Implementation of these measures is intended to promote energy conservation and efficiency in buildings throughout the community, promote renewable forms of energy production, reduce the "urban heat island" effect by increasing reflectivity of roofs and parking lots, promote the planting of (low volatile organic compound-emitting) trees to reduce biogenic emissions, lower air temperatures, provide shade, and absorb air pollutants.

The project proposes to remove all surface parking lots and plant trees on both streets bordering the project site which would help reduce the urban heat-island effect. Furthermore, the proposed buildings would be constructed in accordance with Title 24, which requires, electricity used by the development to come from 100 percent renewable sources, thereby eliminating operational CO_{2e} emissions associated with project operation. As such, the project would be consistent with the goals of the 2017 CAP's energy and climate control measures.

Based on the above analysis, the project would be consistent with the 2017 CAP, and would conform to project-applicable control measures in the Clean Air Plan and would not disrupt or hinder the implementation of any other control measures. **(Less than Significant Impact)**

Plan Bay Area 2050

According to ABAG, the region is on track to exceed the CARB-mandated 19 percent GHG reduction target attributable to land use by implementing Plan Bay Area 2050. A core strategy of Plan Bay Area is "focused growth" in existing communities nearby to existing transportation resources. Plan Bay Area 2050's Growth Geographies identify a mix of locally identified Priority Development Areas, areas near high quality transit and areas of high opportunity as communities poised to accommodate additional growth. The project site is located within "San Mateo Downtown Priority Development Area" identified in Plan Bay Area 2050. The project would increase density in an existing urban environment with high access to services, jobs, and transportation, which would reduce emissions associated with transportation. Accordingly, the project is consistent with Plan Bay Area 2050 and would not obstruct achievement of the plan's GHG reduction targets. **(Less than Significant Impact)**

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on a Phase I Environmental Site Assessment (ESA) prepared by PES Environmental, Inc. (dated April 2021) and on a Pre-Demolition Survey and Evaluation prepared by ProTech Consulting & Engineering (dated July 2021). Copies of the Phase I ESA and Pre-Demolition Survey and Evaluation are attached to this Initial Study as Appendix F and Appendix G, respectively.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[53]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[54]

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The San Mateo County Department of Environmental Health reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

[53] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed June 14, 2022. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[54] California Environmental Protection Agency. "Cortese List Data Resources." Accessed June 14, 2022. https://calepa.ca.gov/sitecleanup/corteselist/.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by the Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Regional and Local

Municipal Regional Permit Provision C.12.f

Polychlorinated biphenyls (PCBs) were produced in the United States between 1955 and 1978 and used in hundreds of industrial and commercial applications, including building and structure materials such as plasticizers, paints, sealants, caulk, and wood floor finishes. In 1979, the EPA banned the production and use of PCBs due to their potential harmful health effects and persistence in the environment. PCBs can still be released to the environment today during demolition of buildings that contain legacy caulks, sealants, or other PCB-containing materials.

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, Provision C.12.f requires that permittees develop an assessment methodology for applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.[55] Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit. Single family homes and wood-frame structures are exempt from these requirements.

Local

City of San Mateo 2030 General Plan

Various policies in the General Plan have been adopted to avoid or mitigate hazards and hazardous materials impacts resulting from planned development in the City, including the following:

Policy	Description
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element
S 4.1	Maintain the City's emergency readiness and response capabilities.
S 5.2	Adopt by reference all goals, policies, implementation measures, and supporting data contained in the San Mateo County Hazardous Waste Management Plan
S 5.3	Promote on-site treatment of hazardous wastes by waste generators to minimize the use of hazardous materials and the transfer of waste for off-site treatment.

[55] California Regional Water Quality Control Board. *San Francisco Bay Region Municipal Regional Stormwater NPDES Permit.* November 2015.

Policy	Description
S 5.4	Restrict the transportation of hazardous materials and waste to truck routes designated to Circulation Policy C-1.3, and limit such transportation to non-commute hours.

San Mateo Municipal Code Chapter 23.28 Fire Code

The City Municipal Code has a Building and Construction Fire Code for all development and construction activities within the City of San Mateo. The Fire Code requires compliance with the California Fire Code and Uniform Fire Code and was adopted for the purpose of prescribing regulations governing conditions hazardous to life and property from fire or explosion.

City of San Mateo Emergency Operations Plan

The City of San Mateo has prepared an emergency operations plan to ensure the most efficient use of resources to protect the community and its property before, during, and after a natural, technological, or man-made emergency. This plan confirms the City's emergency organization, assigns tasks, presents policies and general procedures, and coordinates planning within various emergency management functions utilizing the Standardized Emergency Management System (SEMS) in alignment with the National Incident Management System. The objective of this plan is to integrate and coordinate all San Mateo facilities and personnel into an effective team that can prevent, protect, respond to, and recover from emergencies. The emergency operations plan is an extension of the State Emergency Plan and the San Mateo County Operational Area Plan.

4.9.1.2 *Existing Conditions*

As part of the Phase I ESA, PES Environmental, Inc. conducted a review of historical aerial photographs and topographic maps, and historical documents of previous investigations to obtain information about the historical uses of the project site. Records and databases pertaining to hazardous materials from federal, state, and local agencies were reviewed, and a site reconnaissance was completed on March 16, 2021 to determine any potentially hazardous materials conditions affecting the project site. The historical uses and on-site sources of contamination for the project site as well as off-site sources of contamination are discussed below.

Site History

The project site encompasses a single parcel historically with the address of 228 C Street and currently associated with the address 435 East 3rd Avenue. The parcel was developed in 1908 with a joint residential use and saloon, both of which were demolished by 1920. In 1956, the site was developed with the existing building and canopy, which functioned as a gasoline service station until 1976. Since 1976, the existing development has been used for automobile repair services. The project site is improved with two underground hydraulic lifts. Based on site observations during the Phase I ESA, the site contains a waste oil AST and three steel drums containing anti-freeze and unknown fluids.

On-Site Sources of Contamination

The Phase I ESA identified three environmental concerns related to the project, including two Recognized Environmental Concerns (RECs) and one Historical REC (HREC). No Controlled REC (CREC) are associated with the project site.[56]

Petroleum Hydrocarbons

435 East 3rd Avenue appears on the Cortese List as a former Leaking Underground Storage Tank (LUST) Cleanup Site with a Case Closed status in connection with the gas station formerly located on the site. In 1989, three gasoline USTs and one waste oil UST were removed from the site. According to the San Mateo County Environmental Health Department, the release of petroleum hydrocarbons appeared to be insignificant, and the site was identified as a soils-only LUST case. No documentation was recorded on the removal of the associated piping of the former gasoline dispensers. At the time of the case closure, residual petroleum hydrocarbons were still present in the soil samples. The closure status of the LUST case with no regulatory-required controls represents an HREC.

As noted above, the project site is currently used for automotive services. The site contains two belowground hydraulic lifts used during automotive repairs. During site inspection, staining was observed on the ground in the vicinity of a waste oil above ground storage tank (AST) and three waste oil drums, inside the service building, and in the vicinity of the outdoor lifts. Additionally, several violations in the California Environmental Reporting System (CERS) were reported at the site, including small oil spills, residual staining, and a lack of secondary containment. These reports associated with the project site represent an REC.

Chlorinated Solvents

As noted below in Off-Site Sources of Contamination, several dry-cleaning operations have been historically located upgradient of the project site. Dry cleaning operations are associated with use of the chlorinated solvent tetrachloroethene (PCE). PCE is present in groundwater in the immediate vicinity of the project site, and subsurface soil vapor contaminated with chlorinated solvents or other volatile organic compounds (VOCs) may be present on-site that pose a material threat to construction workers and future employees and residents, which constitutes an REC.

Asbestos-Containing Materials, Lead Based Paints, and Polychlorinated Biphenyls

The pre-demolition survey and evaluation (refer to Appendix G) determined that ACMs and lead-based paint coated surfaces are present on-site**.** Additionally, the Phase I ESA noted that lead-contaminated soil may be present on-site due to the flaking or demolition of lead-based paint-coated

[56] An REC is defined as the presence of likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. An HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A CREC is defined as a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls.

surfaces. Additionally, due to the age of auto repair facility, the Phase I ESA noted that fluorescent light ballasts and electrical transformers containing PCBs may be present.

Off-Site Sources of Contamination

The Phase I ESA identified several facilities within the vicinity of the project site that are listed on Geotracker for past hazardous materials operations and/or releases. The Phase I ESA indicates there is a localized PCE plume in the area that is likely associated with the historic use of PCE by dry cleaning operations in the vicinity of the project site, including Quality Cleaners at 508 East 3rd Avenue from 1986 to 1995, Family Cleaners at 412 East 3rd Avenue from 1987 to the present, Third Avenue Cleaners at 414 East 3rd Avenue from at least 1956 through 1970, and Wardrobe Cleaners at 335 East 4th Avenue from 1954 to the present.

Airports

The project site is located approximately 3.6 miles south of the San Francisco International Airport and five miles northwest of the San Carlos Airport. It is located beyond the outer boundary of their respective safety compatibility zones and CNEL noise contours, as delineated in their respective Comprehensive Airport Land Use Plan (CLUP).[57,58]

Wildfires

There are developed portions of the western hills of San Mateo to the west of California State Route 92 (SR 92) that are considered Very High Fire Hazard Zones (VHFHZ) in a Local Responsibility Area.[59] These areas are subject to wildland type fires due to existing vegetation, particularly chaparral, the steep slopes and the temperate climate with dry summer months.[60] The project site is located approximately 1.1 miles northeast of the nearest VHFHZ, which extends closest to the project at Crystal Springs Road and Alameda De Las Pulgas.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

[57] City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* November 2012.
[58] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. October 2015.
[59] California Department of Forestry and Fire Protection. Fire Hazard Severity Zone Viewer. Accessed June 16, 2022. https://egis.fire.ca.gov/FHSZ/.
[60] San Mateo 2030 General Plan, Safety Element. October 2010.

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

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

Construction of the proposed project does not involve the routine transport, use, or disposal of reportable quantities of hazardous materials besides gas and diesel fuel used by construction vehicles.

Small quantities of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be stored and used in operation of the proposed project. No other hazardous materials would be used or stored on-site. These materials would be managed in accordance with existing laws and regulations that ensure that the routine transport, storage, use, and disposal of these materials would not result in a significant hazard to the public or environment.

Impact HAZ-2:	The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact with Mitigation Incorporated)**

Demolition

The project site contains two underground hydraulic lifts, a 250-gallon waste oil AST, and three 55-gallon steel drums containing anti-freeze and unknown fluids, which would be removed in accordance with San Mateo County Environmental Health Department regulations.[61] Additionally, demolition of the existing buildings on site could result in the release of hazardous materials to the environment, if appropriate control measures are not implemented. Hazardous materials include ACMs, lead-based paint-coated surfaces, and PCBs that could pose a risk to construction workers and nearby sensitive receptors if exposed.

Mitigation Measures:

MM HAZ-2.1: To reduce the potential for construction worker and nearby sensitive receptor exposure to hazardous materials (Asbestos Containing Materials (ACMs), lead-based paints, and polychlorinated biphenyls (PCBs)), the applicant shall implement the following measures prior to and during demolition and construction:

(A) Prior to issuance of a demolition permit, the applicant shall submit a PCB Screening Assessment Form to the Building Division. If on-site buildings do contain PCBs that exceed threshold limits, the applicant shall follow applicable federal and state laws, which includes reporting to the Environmental Protection Agency, Regional Water Quality Control Board, and Department of Toxic Substances Control, who may require additional sampling and abatement of PCBs. As required under the Toxic Substances Control Act (TSCA), all building materials containing PCBs at levels greater than 50 parts per million (ppm) shall be removed upon discovery. If demolition is likely to impact such materials, they must be properly characterized by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) and removed in accordance with TSCA regulations.

(B) In conformance with local, state, and federal laws, the applicant shall engage a qualified professional to complete an asbestos building survey and a lead-based paint survey to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition prior to issuance of a demolition permit. Written findings of the surveys shall be submitted to the Building Division subject to the satisfaction of the Community Development Director, or his/her designee.

[61] San Mateo County Environmental Health Department. "Underground Storage Tank Program". Accessed June 16, 2022. https://www.smchealth.org/cupa/ust

(C) The applicant shall retain a registered asbestos abatement contractor to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to the issuance a demolition permit. The applicant shall conduct all construction activities in accordance with California Division of Occupational Safety and Health (Cal/OSHA) standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Quality Management District (BAAQMD) regulations.

(D) Prior to any demolition activities, the applicant shall remove all building materials containing lead-based paint in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. The applicant shall dispose any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the waste being disposed.

(E) Prior to the issuance of a demolition permit, the applicant shall obtain a permit from the San Mateo County Environmental Health Department (CUPA) to remove the two underground hydraulic lifts at the onsite service station. Proof of obtainment of this permit shall be submitted to the City's Building Division prior to the issuance of a demolition permit. Removal activities and compliance soil sampling will be conducted by an environmental consultant and environmental contractor under the oversight of the CUPA. If stained soils, free product, and/or elevated petroleum hydrocarbon concentrations are detected in soil at concentrations that exceed applicable Environmental Screening Levels (ESLs) established by the SF-RWQCB, over-excavation of the contaminated soil may occur at the time of the UST/piping removal, at the direction of the CUPA, and/or potentially during the construction excavation for the building footing.

(F) If previously unknown 'orphan' USTs or piping are encountered during construction excavation activities for the building footing, the applicant shall halt all work, notify the City's Building Division and CUPA, and obtain additional permits to remove the encountered tanks and/or piping. Removals and compliance sampling will be under the oversight of the CUPA. The removal of known or new USTs found during construction, along with any contaminated soil that is removed at that time will reported to the CUPA in a UST removal report. Remediation Excavation of soil for the construction of the building footing will remove and properly dispose of contaminated soils that may be present beneath the site. If soil contamination at concentrations that exceed applicable ESLs is observed at the base of the construction related grading or utility trenching, additional localized excavation(s) may occur as a contingency. Oversight of remediation shall be provided by the GPP. Implementation of the Redevelopment Management Plan (RMP) and Soil Management

Plan (SMP) will be provided in a Construction Completion Report submitted to the GPP.

The implementation of MM HAZ-2.1 would require the on-site screening for the presence of hazardous building materials including PCBs, lead-based paint, and asbestos. If hazardous building materials are identified, the project would comply with city, regional, state, and federal laws that require the safe handling, removal, and disposal of hazardous building materials, prior to the start of building demolition activities. Additionally, the project would dispose of demolition and construction debris in accordance with a Construction and Demolition Recycling and Waste Reduction Plan, as required by Municipal Code Section 7.33. For these reasons, demolition of the existing buildings would not expose construction workers, nearby sensitive receptors, and the environment to ACMs, lead-based paint, or PCBs. **(Less than Significant Impact with Mitigation Incorporated)**

Contaminated Soil and Soil Vapor

As discussed in Section 4.9.1.2 Existing Conditions, subsurface soil on-site is contaminated with residual petroleum hydrocarbons, and based on the proximity of known PCE plumes and off-site sources of chlorinated solvents, subsurface soil vapor is potentially contaminated with PCE and other chlorinated solvents. Subsurface testing has not been completed since case closure was granted in 1998 due to the developed and active use of the site.

Petroleum hydrocarbons, when inhaled, can cause acute short-term effects (e.g. eye, nose, throat irritation, headaches) or, in significant concentrations, chronic long-term effects such as damage to the central nervous system or internal organs. [62] When inhaled, chlorinated solvents (including PCE) can cause both acute (e.g. dizziness, headaches, confusion, etc.) or chronic health effects (e.g. cancer or liver, kidney, immunological, endocrine, and developmental effects).[63] Additionally, soil beneath the subject property may have residual lead and asbestos as a result of demolition of historical onsite buildings and/or flaking of lead-based paint. Contaminated soil and soil vapor disturbed during construction-related ground-disturbing activities (i.e., demolition [including pavement removal], excavation, grading) of the project site could become airborne and adversely affect construction workers and nearby sensitive receptors, if appropriate control measures are not implemented.

Mitigation Measures:

MM HAZ-2.2: Prior to the issuance of any grading or building permit involving excavation, shoring, foundation, or the superstructure (whichever occurs first), the applicant shall obtain a Phase II Environmental Site Assessment (ESA) following building demolition and site clearance that investigates current soil and soil vapor conditions. Preparation of the Phase II ESA shall be completed in accordance with the following provisions:

(A) Prior to excavation, soil and soil vapor samples shall be collected by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) to pre-characterize soil for

[62] Agency for Toxic Substances & Disease Registry. *Toxicological Profile for Total Petroleum Hydrocarbons*. September 1999.
[63] United States Environmental Protection Agency. Trichloroethylene Fact Sheet. January 2000.

waste characterization and soil management purposes. Depth discrete soil samples shall be collected at various depths from 0.5 feet below ground surface (bgs) to the maximum depth of the building footing excavation and analyzed for constituents that may be present, such as metals, volatile organic compounds (VOCs), and petroleum hydrocarbons. The soil borings shall be advanced by an environmental professional and an environmental drilling contractor under permit and oversight of the San Mateo County Environmental Health Services (SMCEHS) Groundwater Protection Program (GPP).

(B) Additionally, temporary soil vapor probes will be installed for collection of soil gas samples to establish if there is a vapor intrusion risk to the occupants of the future building from off-site sources of PCE and petroleum products and/or from on-site historical gasoline service station and auto repair activities, and subsequently, to determine if vapor intrusion mitigation is warranted. If, for example, soil vapor and/or soil samples indicate the need for vapor intrusion mitigation, the selected remedy may consist of a vapor intrusion barrier and associated subsurface vapor collection and venting system. The proposed vapor intrusion mitigation will be provided to the SMCEHS for review and approval.

(C) The applicant shall submit the Phase II ESA to the San Mateo County Environmental Health Services (SMCEHS) and to the City's Planning Division subject to the satisfaction of the Community Development Director, or his/her designee, prior to issuance of any demolition, grading, or building permit involving excavation, shoring, foundation, or the superstructure (whichever occurs first).

MM HAZ-2.3: Based on the results of the Phase II ESA, an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) shall prepare a Redevelopment Management Plan (RMP) that shall include a Soil Management Plan (SMP) that describes remediation and/or mitigation actions, as necessary. If soil contamination at concentrations is detected at the base of the construction related excavation, grading, or utility trenching that exceeds applicable environmental screening levels (ESLs) established by the San Francisco Regional Water Quality Control Board (SF-RWQCB), additional localized excavations may occur as a contingency. Oversight of remediation shall be provided by the San Mateo County Environmental Health Services (SMCEHS). Proof of implementation of the RMP and SMP shall be provided in a Construction Completion Report submitted to the SMCEHS. Proof of SMCEHS approval shall be submitted to the Community Development Director, or his/her designee, prior to the issuance of any demolition, grading, or building permit involving excavation, shoring, foundation, or the superstructure (whichever occurs first).

MM HAZ-2.4: Prior to the issuance of any grading or building permit involving excavation, shoring, foundation, or the superstructure (whichever occurs first), the applicant shall obtain a permit from the San Mateo County Environmental Health Services

(SMCEHS) to remove the two underground hydraulic lifts at the auto repair facility. Removal activities and compliance soil sampling shall be conducted by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) under the oversight of the SMCEHS. If stained soils, free product, and/or elevated petroleum hydrocarbon concentrations are detected in soil at concentrations that exceed applicable environmental screening levels (ESLs) established by the San Francisco Regional Water Quality Control Board (SF-RWQCB), over-excavation of the contaminated soil may occur at the time of the hydraulic lift removal, at the direction of the SMCEHS, and/or potentially during the construction grading and trenching. If previously unknown orphan underground storage tanks (USTs) or piping are encountered during project construction, work will stop, the SMCEHS will be notified, and additional permits will be obtained to remove the encountered USTs and/or piping. Removals and compliance sampling will be under the oversight of the SMCEHS. The removal of the known hydraulic lifts and any USTs found during construction, along with any contaminated soil that is removed at that time, will reported to the SMCEHS in a Removal Report.

Implementation of mitigation measures MM HAZ-2.2 through MM HAZ-2.4 would ensure that all contaminated soil and soil vapor which could pose a hazard to the public or environment would be identified and remediated to a less than significant level. Prior to any demolition or construction activities which could disturb contaminated soil or soil vapor, the project would be required by MM HAZ-2.2 to prepare a Phase II ESA that would identify the extent of contamination in soil and soil vapor. As required by MM HAZ-2.3, the results of the Phase II ESA would inform the preparation and implementation of a Redevelopment Management Plan (RMP) and Soil Management Plan (SMP) that would remediate contaminated soil and soil vapor below applicable ESLs to the satisfaction of the SMCEHS. Prior to demolition and construction activities, MM HAZ-2.4 would remove the underground hydraulic lifts located on-site and any contaminated soil discovered during removal. Additionally, MM HAZ-2.4 would ensure that any unknown orphan USTs and piping encountered during construction would be removed in accordance with the requirements of the SMCEHS. For these reasons, contaminated soil and soil vapor on-site would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact with Mitigation Incorporated)**

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact)**

There are no existing schools within one quarter mile of the project site or the proposed construction haul routes located to the northwest between the project site along 3rd Avenue and 4th Avenue to US 101. The nearest school to the project site is Episcopal Day School of St. Matthew located approximately 0.3 mile to the west. Therefore, the project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

Impact HAZ-4:	The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. **(Less than Significant Impact with Mitigation Incorporated)**

The project site is listed as a Closed LUST Case on the Cortese List. As discussed under Impact HAZ-2, implementation of MM HAZ-2.2 through MM HAZ-2.4 would ensure that any contaminated soil and soil vapor present on-site would not pose a substantial hazard to the public or environment. In accordance with the requirements of Government Code Section 65962.5 and the mitigation measures outlined under Impact HAZ-2, the proposed development and associated plans (RMP, SMP, etc.) would require review and approval by the SMCEHS prior to construction. For these reasons, the project would not create a significant hazard to the public or environment.

Impact HAZ-5:	The project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact)**

The project site is located approximately 3.6 miles southeast of the San Francisco International Airport and five miles northwest of the San Carlos Airport. The project site is located beyond their respective safety compatibility zones and CNEL noise contours, as delineated by their respective CLUPs. [64,65] The mixed-use building would be 55 feet in height and would not conflict with FAA structural height limitation of 200 feet above ground surface to reduce aviation hazards for San Francisco Airport. Therefore, future development of the site would not result in a safety hazard for people related to airport activities.

Impact HAZ-6:	The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

Development of the proposed project would not physically interfere with an adopted emergency response or evacuation plan. During construction and operation of the proposed project, roadways would not be permanently blocked such that emergency vehicles would be unable to access the site or surrounding sites. Compliance with the California Building and Fire Code requirements as amended by the City of San Mateo would ensure that proposed project would not impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan.

[64] City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* November 2012.
[65] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. October 2015.

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

As discussed in Section 4.9.1.2, the project site is not within an area designated as a wildland fire hazard zone. In addition, the project would be in compliance with applicable building and fire codes adopted by San Mateo. For these reasons, the project would not expose people or structures, either directly or indirectly, to an increased significant risk of loss, injury, or death involving wildland fires.

4.9.3 Effects of the Environment on the Project (Non-CEQA Impacts)

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies that address existing hazards and hazardous materials conditions affecting a proposed project.

As discussed in Section 4.9.1.2 Existing Conditions, based on the proximity of known PCE plumes and off-site sources of chlorinated solvents, subsurface soil vapor is potentially contaminated with VOCs (i.e., PCE and other chlorinated solvents). The following conditions of approval would be required for project implementation to reduce risks to future residents of the site.

Condition of Approval HAZ-4.9.3-1:

(A) A Vapor Intrusion Mitigation Plan shall be prepared that includes a Vapor Mitigation System (VMS) that will prevent exposure of future employees and residents to VOCs in indoor air as a result of vapor intrusion. The Vapor Intrusion Mitigation Plan will require the project applicant to design the interior spaces with appropriate structural and engineering features to reduce risk of vapor intrusion into the building. At a minimum, this design shall include: 1) passive sub-slab ventilation with a spray applied seamless vapor barrier (and with the ability to convert the system from passive to active ventilation), 2) monitoring to ensure the long-term effectiveness of the remedy, and 3) the implementation of institutional controls. The Vapor Intrusion Mitigation Plan shall be submitted to the SMCEHS for review and approval. Alternative designs may be acceptable if approved in writing by the SMCEHS.

(B) To document the effectiveness of the VMS, post-construction sampling shall be conducted by a State of California qualified Environmental Professional. The results of soil gas sampling, design and installation of the VMS, and post-construction sampling shall be submitted to the SMCEHS for review and approval prior to the issuance of occupancy permits. The sampling shall be conducted prior to the issuance of occupancy permits at approximately four weeks after completion of construction, with subsequent testing during the potentially "worst-case" months of January/February and June/July.[66]

(C) A Long-Term Operations, Maintenance, and Monitoring Plan (OMMP) shall also be submitted to the SMCEHS for approval that presents the actions that must be taken following

[66] The Department of Toxic Substances Control (DTSC) considers January/February and June/July to be the periods where vapor intrusion poses the greatest risk to developments.

construction to maintain and monitor the VMS. The OMMP shall also include a contingency plan in case of VMS failure, and a financial assurance mechanism shall be established to prove that adequate funds are available for long-term maintenance and monitoring of the VMS.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the San Francisco Bay RWQCB.

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff

discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[67] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the minimized size threshold, drain into tidally influenced areas or directly into the Bay, or drain into hardened channels, or if they are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.[68] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.[69]

Construction Dewatering Waste Discharge Requirements

Each of the RWQCBs regulate construction dewatering discharges to storm drains or surface waters within its Region under the NPDES program and Waste Discharge Requirements.

[67] MRP Number CAS612008
[68] San Francisco Bay Regional Water Quality Control Board. *Municipal Regional Stormwater Permit, Provision C.12*. November 19, 2015.
[69] City of San Mateo. "Demolition Requirements". Accessed June 14, 2022. https://www.cityofsanmateo.org/160/Demolition-Requirements.

San Mateo Countywide Water Pollution Prevention Program

The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) was established in 1990 to reduce the pollution carried by stormwater into local creeks, San Francisco Bay, and the Pacific Ocean. The program is a partnership of the City/County Association of Governments (C/CAG), each incorporated city and town in the county, and the County of San Mateo, which share a common National Pollutant Discharge Elimination System permit. The SMCWPPP includes pollution reduction activities for construction sites, illegal discharges and illicit connections, new development, and municipal operations. The program also includes a target pollutant reduction strategy and monitoring program.

Local

City of San Mateo 2030 General Plan

Various policies in the General Plan have been adopted to avoid or mitigate hydrology and water quality impacts resulting from planned development in the City, including the following:

Policy	Description
S 2.5	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.
LU 4.4.5	Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination (NPDES) permit. Prevent water pollution from point and non-point sources. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development. Encourage the use of drought-tolerant and native vegetation in landscaping.

San Mateo Municipal Code Chapter 7.39 Stormwater Management and Discharge Control

Municipal Code Chapter 7.39 addresses stormwater management and controlling non-stormwater discharge in the City. It includes the requirement for construction projects to obtain a Stormwater Pollution Prevention Program Construction Permit from the Director of Public Works.

City of San Mateo Green Infrastructure Plan

The Green Infrastructure Plan provides a framework for implementing green infrastructure into storm drain infrastructure on public and private lands where feasible. Green infrastructure uses plants and soils to mimic natural watershed processes, capture stormwater, increase infiltration and create healthier environments.

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City, which is divided into four major drainage basins: the North San Mateo watershed, the San Mateo Creek watershed, the Marina Lagoon watershed, and the Third and Detroit watershed, all of which are comprised of numerous stream channels, culverts, and storm drainage piping systems. The project site is within the San Mateo Creek watershed, which controls the storm drainage directly into the San Francisco Bay via the San Mateo Creek, as discussed below.

The project site is fully developed with an auto repair facility, parking lot, and 31 trees. As it exists, approximately 95 percent (10,404 square feet) of the project site is impervious while the remaining five percent (631 square feet) is pervious.

Stormwater from the site is collected in a system of on-site storm drain facilities (inlets, underground pipes) and conveyed to the City's existing storm drain system. Storm drain inlets and underground pipes are located on East 3rd Avenue near the corner of South Claremont Street that convey stormwater northeast in a 15-inch drainpipe along East 3rd Avenue. Stormwater continues to an outfall at San Mateo Creek that directly drains into the San Francisco Bay.

Surface Water Quality

The nearest waterways in proximity to the project site include San Mateo Creek (located approximately 1,000 feet north of the site), whose watershed encompasses the project site and flows from the western hills to the San Francisco Bay; and the 16th Avenue Channel (located approximately 0.9 miles southeast of the site), which drains from the neighborhoods west of the UPRR railway into the Marina Lagoon watershed, where collected stormwater is then pumped into the San Francisco Bay.

Lower San Mateo Creek is currently listed on the 303(d) list of impaired waterways due to sediment toxicity from unknown sources.[70]

Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin, San Mateo Plain Subbasin. The regional topographic gradient is generally north northeast towards the San Francisco Bay, however, the direction in groundwater flow patterns may vary due to geologic conditions. Shallow groundwater may be encountered within 12 to 28 feet bgs in the vicinity of the project site but is not a known source of drinking water.[71] Groundwater levels can fluctuate temporally due to a variety of factors, including seasonal variations in precipitation and temperature, and rates of groundwater extraction in the surrounding area.

[70] California State Water Quality Control Board. Impaired Water Bodies - 2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report). Accessed June 23, 2022. https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml

[71] PES Environmental, Inc. *Phase I Environmental Site Assessment*. April 22, 2021.

The City of San Mateo's water supply is provided by California Water Service (Cal Water), a private water supplier that provides water to 21 districts in California. Cal Water does not rely on any groundwater wells to supply water to San Mateo; instead, water is purchased from the SFPUC and provided via eleven active and three standby metered turnouts from SFPUC transmission lines.

Flooding

The site is not located within a 100-year flood hazard zone. According to the FIRM prepared by the FEMA for the project area, the site is located within Zone X (Area of Minimal Flood Hazard).[72] Areas within Flood Zone X have a 0.2 percent annual chance of flooding, with average depths of less than one foot or with drainage areas less than one square mile.

Seiche, Tsunami, and Mudflows

A seiche is defined as a standing wave generated by rapid displacement of water within an enclosed body of water (such as a reservoir, lake, or bay) due to an earthquake that triggers land movement within the water body or land sliding into or beneath the water body. The nearest water body is the San Francisco Bay located approximately one mile to the northeast of the project site.

A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. Tsunamis affecting the Bay Area can result from off-shore earthquakes within the Bay Area. The project site is approximately one mile southwest from the shoreline of the San Francisco Bay Area and is not located in a Tsunami Hazard Area.[73]

A mudflow is a large rapid (up to approximately 50 miles per hour) mass of mud formed by loose earth and water. Hillsides and slopes of unconsolidated material could be at risk to mudflows if these areas become saturated. The project site is not within a Landslide Zone per the EZRI maps prepared by CGS.[74]

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

[72] Federal Emergency Management Agency. *Flood Insurance Rate Map*, *Community Panel No. 06081C0154G*. Map. Effective Date: April 5, 2019.
[73] California Department of Conservation. "San Mateo County Tsunami Hazard Area". June 15, 2022. .https://www.conservation.ca.gov/cgs/tsunami/maps/san-mateo.
[74] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed June 15, 2022. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
- result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
- impede or redirect flood flows?	☐	☐	☒	☐
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

Construction Impacts

Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in adjacent waterways and groundwater. When disturbance to the soil occurs, sediments may be dislodged and discharged into the storm drainage system after surface runoff flows across the site. The depth of the project's footing (approximately 10 feet) would not extend to the existing groundwater level of 12 to 28 feet.

Implementation of the project would result in the disturbance of almost the entire site, which is 0.25 acres. Thus, the project will disturb less than one acre and will not be required to comply with the State of California Construction General Permit. However, the following measures, based on RWQCB requirements and City of San Mateo standard conditions of approval, shall be implemented by the project in order to reduce potential construction-related water quality impacts.

Condition of Approval HYD-1.1:

Construction Best Management Practices (BMPs) shall be implemented for reducing the volume of runoff and pollution in runoff to the maximum extent practicable during site excavation, grading, and construction. In accordance with the City's standards, these BMPs will include, but will not be limited to:

(A) Avoid or minimize excavation and grading activities during wet weather, unless the City approves a winter erosion control plan submitted by the applicant.

(B) Use effective, site-specific erosion and sediment control methods during the construction periods. Provide temporary cover of all disturbed surfaces to help control erosion during construction. Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.

(C) Protect existing storm drain inlets in the project area from sedimentation with filter fabric fences gravel bags block and gravel filters.

(D) Cover and stabilize stockpiled soil and materials with tarps, geotextile fabric, hydroseeding and/or erosion control blankets

(E) Install berms or silt fencing around stockpiled materials to prevent stormwater runoff from transporting sediment off-site.

(F) The project applicant shall provide a Storm Water Pollution Prevention Plan (SWPPP) in compliance with Bay Area Stormwater Management Agencies Association (BASMAA) Blueprint for a Clean Bay Best Management Practices to Prevent Stormwater Pollution from Construction-Related Activities.

(G) The applicant shall perform all construction activities in accordance with the City's Storm Water Management and Discharge Control Rules and Regulations (SMMC 7.39), and the San Mateo Countywide Water Pollution Prevention Plan (SMCWPPP) by reference.

Condition of Approval HYD-1.2:

- The building permit plans show drainage designed into landscaping with the purpose of reducing volume or improving quality of runoff from the site shall be implemented, to extent feasible, subject to the approval of the Director of Public Works or designee or designee.

Where necessary, sidewalk drains per City Standard Drawing 3 1 120 shall be provided to direct the water under the sidewalk and through the curb. No increase to the peak discharge shall be permitted downstream. In addition, discharge shall conform to any non point source permit issued by the Regional Water Quality Control Board. Drainage improvements made on-site shall conform to standard engineering practices and shall not allow any site drainage to impact adjacent properties. All drainage capacity calculations shall be performed by a licensed Civil Engineer, whose signed engineer's stamp shall appear on the calculations sheets and shall be submitted to the City for review and approval with the project civil plans submitted as part of the building permit for the superstructure. The applicant shall install improvements as shown on the approved plan. Projects that include permanent structural controls for stormwater treatment, shall comply with requirements of Section C.3 of the Municipal Regional Stormwater Permit for San Mateo County (MRP). The O&M (operation and maintenance) procedures for such control features shall be submitted for review and approval prior to occupancy and specify the owner's responsibility to ensure their ongoing effective operation and maintenance. Such O&M responsibility requirements shall be recorded with the County of San Mateo Recorder's Office. The building permit plans for the superstructure shall show drainage.

Condition of Approval HYD-1.3:

- In accordance with the Director of Public Works Groundwater Discharge Policy, discharge of contaminated groundwater to the sanitary sewer is only allowed on a temporary basis and will not be permitted for a period greater than 6 months. Discharges for longer than 6 months shall obtain an NPDES permit from the State Water Board to discharge to the storm drain system. Discharge of uncontaminated groundwater to the storm drain is permissible if the applicant can provide analytical data to support the claim. No discharge to the storm drain is allowed without prior approval from the Public Works Department. All discharges to the sanitary sewer (contaminated and uncontaminated) require a Waste Discharge Permit and shall comply with the City's discharge limits.

As discussed in Section 4.9.1.2, elevated concentrations of PCE have been identified in groundwater samples collected both up- and down-gradient of the project site, raising the possibility that elevated concentrations of PCE could be present in groundwater beneath the project site. Groundwater in the area ranges between 12 to 28 feet bgs with an estimated northeast flow direction towards the San Francisco Bay. Excavation required to construct the building footing would extend to a depth of approximately 10 feet bgs. The project is not anticipated to encounter groundwater during construction.

Construction of the proposed project, with implementation the City's standard conditions of approval, General Plan policies, and Municipal Code regulations would not result in significant construction-related water quality impacts. **(Less than Significant Impact)**

Post-Construction Impacts

Stormwater Pollution

The project proposes to demolish the existing automobile repair services development and construct a five-story mixed-use building. The project proposes to redevelop approximately 97 percent of the project site with impervious surface (a total of approximately 10,712 square feet). This represents a net increase in impervious surfaces of 308 square feet in comparison with existing conditions (refer to Section 4.10.1.2). As proposed, the project would replace and create more than 10,000 square feet of impervious surfaces and would therefore be required to incorporate site design measures and implement pollutant source control measures and stormwater treatment controls to reduce pollutant loads and runoff volumes and velocities in post-construction stormwater runoff, in accordance with Provision C.3 of the MRP.

The MRP requires regulated projects to incorporate Low Impact Development (LID) practices, which are intended to reduce runoff and mimic a site's predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. LID employs principles such as preserving and recreating natural landscape features and minimizing imperviousness to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. The MRP also requires that stormwater treatment measures be properly sized, installed, operated and maintained. The proposed on-site LID-based treatment controls consist of flow-through planters, interceptor trees, and a media filter.[75,76]

In addition to conformance with the Provision C.3 requirements, the project would be subject to the following conditions of approval, which are based on RWQCB requirements and City of San Mateo Standard conditions of approval and are included in the project. Because the project site is located in an exempted area, the project is not subject to hydromodification management (HM) requirements, per Provision C.3.g of the MRP.[77]

[75] Interceptor trees are located within approximately 25 feet of impervious areas and intercept rainwater on their leaves and branches, allowing rain water to evaporate or run down the branches, allowing rain water to evaporate or run down the branches and trunk of the tree where it infiltrates into the soil.
[76] A media filter is stormwater treatment catch basin which utilizes a cartridge-based filtration system designed to capture and retain pollutants such as sediment, trash, vegetation, nutrients, coliform bacteria, oil/grease and dissolved metals entering storm drain inlets.
[77] San Mateo Countywide Water Pollution Prevention Program. Regulated Projects Guide. January 2020. https://www.flowstobay.org/wp-content/uploads/2020/03/SMCWPPP-C.3-Regulated-Project-Guide-High-Res_021220_0.pdf.

Condition of Approval HYD-1.4:

- In accordance with the City's Storm Water Management and Discharge Control Rules and Regulations, San Mateo Municipal Code Chapter 7.39, and the San Mateo Countywide Stormwater Management Plan (SWMP) by reference, the applicant shall:

  (A) Owner/occupant shall inspect private stormwater treatment devices and GI features in the public right-of-way at least two (2) times per year and sweep parking lots immediately prior to and once during the storm season.

  (B) The applicant shall pay a Pollution Prevention Inspection fee on a yearly basis for cost associated with, but not limited to, City inspection of the private stormwater treatment facilities, emergency maintenance needed to protect public health or watercourses, and facility replacement or repair in the event that the treatment facility is no longer able to meet performance standards or has deteriorated. The fee shall be based upon the Comprehensive Fee Schedule, established by the City Council, in effect at the time.

  (C) Label new and redeveloped storm drain inlets with the phrase "No Dumping – Drains to Bay" plaques to alert the public to the destination of storm water and to prevent direct discharge of pollutants into the storm drain. Template ordering information is available from the Department of Public Works.

  (D) All process equipment, oils fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times. The applicant shall execute a maintenance agreement with the City's Director of Public Works or designee as specified in San Mateo Municipal Code Chapter 7.39 of the Stormwater Management and Discharge Control ordinance and the San Mateo Countywide Water Pollution Prevention Program C.3 Program Technical Guidance. The agreement shall outline the continuous operation and maintenance (O&M) plan for the permanent storm water treatment facilities including irrigation and landscape maintenance of Green Infrastructure elements constructed in the public right-of-way and shall be recorded with the County Recorder's Office. This agreement shall be executed prior to the first occupancy of the building.

By adhering to the standard conditions described above and complying with the stormwater treatment and hydromodification management requirements of the MRP, the proposed project would have a less than significant impact on post-construction water quality. **(Less than Significant Impact)**

Impact HYD-2:	The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

The proposed project would not establish new groundwater sources or result in a substantial depletion of aquifers relied upon for local water supplies (Refer to Section 4.19 Utilities and Service Systems) in that local water supplies are reliant on surface water deliveries from SFPUC, and the

project would not rely on groundwater being pumped from beneath the site. A portion of the treated stormwater shall infiltrate the soil column and replenish the groundwater as intended using LID stormwater treatment methods. Accordingly, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge with mitigation incorporated.

Impact HYD-3:	The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)**

There are no waterways on the site, and the project would not substantially alter the existing drainage pattern of the site by altering the course of a waterway. The project would be required to manage erosion and sedimentation during construction in accordance with the City's Site Development Code. Although the project would increase the impervious surface area on the site, post-construction stormwater runoff from the project's impervious surfaces would be directed towards stormwater treatment areas interspersed throughout the project site for LID treatment. LID treatment includes flow-through planters, interceptor trees, and media filter that would provide a degree of detention of the stormwater runoff and result in a reduction of the rate of stormwater runoff entering the City's storm drainage system during the 'design storm' parameters to pre-project levels as required by Provision C.3. The project would therefore not be expected to negatively impact the capacity of the existing public storm drain system. Additionally, compared to existing conditions with the auto repair use, the project would improve the quality of stormwater runoff leaving the site and entering the City's storm drainage system. The project would not create substantial new sources of polluted runoff upon adherence to the MRP and Construction General Permit. The project would, therefore, not substantially alter the drainage pattern of the site or area in a manner which would result in on or offsite erosion, flooding, or runoff impacts.

Impact HYD-4:	The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

As the project site is not located within a 100-year floodplain, and therefore not in a flood hazard zone, there is a less than substantial risk of pollutants being released due to project inundation. Due to the site's location approximately one mile from the San Francsico Bay, the project site is not subject to seiche or tsunami hazards. Further, as discussed in Section 4.9 Hazards and Hazardous Materials, no hazardous materials besides cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be routinely stored or used by the project, and these would be stored in accordance with existing laws and regulations. For these reasons, the project would not risk release of pollutants due to project inundation.

Impact HYD-5:	The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

The project site is located in the San Mateo Plain subbasin of the Santa Clara Valley groundwater basin. The San Mateo Plain subbasin has not been identified as medium- or high-priority groundwater basin by the California Department of Water Resources; therefore, a Groundwater Sustainability Plan does not need to be prepared for the subbasin per the requirements of the Sustainable Groundwater Management Act.[78] Thus, the proposed project would not conflict with a sustainable groundwater management plan. As noted above, the project would not require groundwater to be pumped from the site, and the site is nearly entirely impervious under existing conditions and does not contribute substantially to groundwater recharge.

The RWQCB updates its Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan) triennially to reflect current conditions and track progress towards meeting water quality objectives. The proposed project would comply with the SMCWPPP, the MRP, the Construction General Permit, and the conditions of approval discussed in this section, thereby ensuring construction-period and post-construction water quality impacts do not occur. By adhering to these policies and regulations the proposed project would not prevent the RWQCB from attaining the water quality objectives set forth in the Basin Plan.

[78] California Department of Water Resources. "Basin Prioritization". https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization. Accessed June 15, 2022.

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

City of San Mateo 2030 General Plan

The City of San Mateo 2030 General Plan was adopted in 2010, and serves as the guiding document for development, current or planned, within the limits of the city. The General Plan contains the seven elements required by state law, including land use, circulation, housing, public safety, natural resources conservation, open space, and noise. An Urban Design element has also been included in the General Plan, focusing on preserving the city image conveyed by focal points, corridors, and gateways, and discussing the design of future residential and commercial areas. The 2030 General Plan reflects the community's long-term vision and provides the framework for land use decisions on a broad scale. The City of San Mateo has established eight major policy strategies in the 2030 General Plan:

- Increase housing opportunities while maintaining the character of existing single-family and low-density neighborhoods.
- Maintain the commitment to strengthening the Downtown as a major commercial, residential, and cultural center.
- Concentrate major new development near transportation and transit corridors.
- Beautify and improve El Camino Real
- Improve design quality and maintain established height limits.
- Develop a strategy to limit traffic congestion.
- Increase open space and recreational opportunities.
- Establish and maintain San Mateo as a sustainable city

Various policies in the General Plan have been adopted to avoid or mitigate impacts to land use and planning resulting from planned development within the City, including the following:

Policy	Description
LU 1.1	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.
LU 1.4	Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on

Policy	Description
	provision of public benefits such as affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.
LU 1.5	Maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.
LU 1.6	Facilitate housing production by carrying out the goals and policies in the Housing Element.
LU 1.14	To ensure a balanced mix of land use categories and to minimize nuisance impacts between conflicting uses a special use permit shall be required for residential uses in areas designated as neighborhood commercial, regional community commercial, and executive office on the Land Use Plan. However, mixed use land designations are exempt from this requirement, as is development on the Hillsdale Shopping Center Property subject to the Q5 Qualified Overlay District, so long as such development is consistent with a Master Development Plan prepared consistent with the policies of this General Plan.
LU 1.20	As a high priority support code enforcement to ensure that all uses are in compliance with City codes and conditions of development approval.
LU 4.2	Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element.
LU 6A.1	The City shall not approve any specific plan, rezoning, permit, subdivision, variance, or other land use permit which is not consistent with and does not implement the General Plan. Specific Plan and zoning ordinances were amended so as to conform to the General Plan by the end of 1992.
LU 6A.2	Maintain Building Height and Building Intensity maps/plans which delineate development intensity in the form of building heights and FARs in a manner which implements the height, intensity, density and design standards in the General Plan, consistent with the Building Heights and Intensities maps/plans as amended by initiative in November 1991 and November 2004.

City of San Mateo Zoning Ordinance

The Zoning Ordinance is the primary tool for implementing the policies of the General Plan and address physical development standards and criteria for the City. Government Code Section 65860 requires municipalities to maintain consistency between their zoning ordinance and their adopted general plan. One of the purposes of zoning is to implement the land use designations set forth in the general plan. Existing zoning in the City includes 23 districts and provides development standards for land uses. Although the two are distinct documents, the San Mateo General Plan and Zoning

Ordinance are closely related, and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

Downtown Area Plan

The Downtown Area Plan provides a framework to examine the future direction and decision making for the City's downtown. The policies in this document provide overall direction and are used to evaluate private development projects and to guide the City's actions regarding public improvements and public owned land in the Downtown. Policies in the Downtown Area Plan that are relevant to the proposed project are included below.

Policy	Description
I.3	Establish the 3rd & 4th Avenue corridors as a main entry and connection to the Downtown core areas and utilize the natural landscaping of San Mateo Creek and Central Park to define the boundaries of the downtown. Create major entry features to the City at: (1) 3rd/4th Avenues from El Camino, (2) from the north and south of B Street to the retail core, and (3) from east of the railroad tracks.
II.5	Provide adequate commercial uses to both support traditional downtown (CBD) uses as well as serve adjacent residential neighborhoods.
II.8	Encourage the establishment of offices within the Downtown Retail Core and surrounding commercially designated areas.
II.10	Facilitate housing production by allowing multi-family dwellings as part of mixed use developments in all downtown commercial and office land use categories, except areas designated service commercial and parks/open space in the General Plan.
III.9	Continue to implement the Gateway Design Standards.
V.1	Enhance Downtown Parking Supply. The following should be examined for feasibility: Public parking at 5th and Railroad Avenues in combination with redevelopment of the site at 4th, 5th and Railroad (former Kinko's site). Additional parking in the vicinity of 5th Avenue and San Mateo Drive in the event that the existing Central Park Tennis Court Garage is demolished. This additional parking should, at a minimum, be sufficient to replace the eliminated spaces. Public parking at the City-owned site bounded by 5th Avenue, the railroad, and South Claremont.
V.8	On a case-by-case basis, consider parking reductions for projects with 0.5 mile of the Downtown Transit Center.
VI.4	Plan for railroad corridor widening through the downtown and limit redevelopment of sites with access only to Railroad Avenue.
VIII.2	Require participation in TDM measures, such as car/van pooling, car sharing, staggered work hours and transit use, as a condition of approval for projects anticipated to generate significant parking and traffic impacts.
VIII.4	Implement Downtown Area Plan policies calling for use of TDM measures, establishment of a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.

4.11.1.2 *Existing Conditions*

The project is proposed to occur on an approximately 0.25-acre parcel located in the northeast Downtown Area Plan of San Mateo. The project site is occupied by an auto repair facility and includes an adjoining parking lot and several trees on-site. As shown in Figure 3.1-3, the project site is surrounded by a mix of commercial, residential, and offices uses. Single-family neighborhoods are located to the north and east, and the Downtown San Mateo Caltrain Station is located north of the project site. Historic buildings are present within the vicinity of the project site to the southwest, northwest, and west.

The project site's General Plan land use designation is Downtown Retail Core Support, which is intended to provide a range of retail, service, office, and residential uses. High-density office and high-density residential uses are encouraged above the first floor in the downtown area. This land use designation permits high-density multi-family residential buildings with densities ranging from 36 to 50 units per acre and a maximum building height of 55 feet (up to 3.0 FAR).[79]

The project site is zoned CBD/S, Central Business District Support. The purpose of the CBD/S district is to encourage commercial uses that support downtown uses and serves adjacent single-family residential neighborhoods. Regional and community commercial uses are unconditionally permitted in CBD/S district. Residential uses are conditionally permitted within this zoning district when they are multiple-family dwellings that are part of a mixed-use development.

4.11.2 Impact Discussion

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

Impact LU-1: The project would not physically divide an established community. **(Less than Significant Impact)**

A physical division of an established community typically refers to the construction of a physical feature (such as a wall, roadway, or railroad tracks) or the removal of a means of access (such as a local roadway or bridge) that would impair mobility within an existing community or between communities.

The proposed project would redevelop the project site by demolishing the existing auto repair facility and surface parking lot and constructing a five-story mixed-use office and residential building. The

[79] Buildings with heights greater than 55 feet may be constructed if the project meets the requirements of the California State Density Bonus Law (refer to the discussion under Section 3.1.1.2).

project does not propose dividing infrastructure such as highways, freeways, or major arterials that could inhibit the access of residents to the surrounding areas. The project would not physically divide an established community within the City because it would not interfere with or modify the movement of residents throughout nearby neighborhoods.

Impact LU-2:	The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

Land Use Incompatibility

Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impacts and its severity, land use compatibility conflicts can range from minor irritation and nuisance to potentially significant effects on human health and safety.

Demolition and construction activities under the proposed project could temporarily impact nearby uses (refer to Section 4.9 Hazards and Hazardous Materials and Section 4.13 Noise). The project would include measures that would reduce potential impacts from these activities to a less than significant level. After construction activities cease, the proposed project would be compatible with the nearby residential and employment-generating uses, and as documented throughout this Initial Study, would not result in significant environmental impacts due to operational activities.

If constructed, the proposed office and residential uses would be compatible with the surrounding employment-generating, commercial, and residential uses. As documented immediately below, the proposed uses are allowed under the site's General Plan land use designation and zoning district. Therefore, would not result in a significant land use impact due to incompatibility with surrounding land uses. **(Less Than Significant Impact)**

Consistency with Plans, Policies, and Regulations

City of San Mateo

Local land use and planning policies and regulations adopted for the purpose of avoiding or mitigating adverse environmental effects are contained in the City's General Plan. High-density office and residential uses are permitted on sites with a Downtown Retail Core Support land use designation, and CBD/S zoning districts conditionally permit mixed-use office and residential developments. As such, the proposed five-story mixed-use office and residential development would be consistent with the planned use of the site in the General Plan. With density bonuses applied (refer to Section 3.1.1.2 California State Density Bonus Law), the project site has a maximum allowable density of 18 residential units, and is requesting an incentive to allow for an FAR of 3.66. The site's General Plan land use designation of Downtown Retail Core Support allows a maximum height of 55 feet. The proposed building would be approximately 39,893 square feet in size (equivalent to an FAR of 3.64) and 55 feet in height, and would include five residential units. The project's consistency with General Plan policies, Municipal Code requirements, and other City policies as they pertain to specific environmental impacts associated with a development of the proposed size and use have

been evaluated throughout this Initial Study and found to be less than significant with mitigation incorporated.

Further, the proposed project would reinforce the goals and policies set forth in the Downtown Area Plan by facilitating housing production, increasing downtown parking supply, and preparing a TDM plan to reduce vehicle trips.

Regional Plans, Policies, and Regulations

Consistency with regional plans adopted to reduce specific environmental impacts, such as the BAAQMD 2017 CAP and the City of San Mateo 2020 CAP, is discussed in the corresponding sections of this Initial Study (e.g., Section 4.3 Air Quality and Section 4.8 Greenhouse Gases, respectively). The project's proposed height (55 feet) is below the FAA structural height limit (200 feet) and would not interfere with aviation travel. Furthermore, the project site is not subject to any adopted habitat conservation plans or natural community conservation plans.[80]

For the reasons identified above, the project would not result in environmental impacts due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

[80] California Department of Fish and Wildlife. Conservation Plan Boundaries, HCP and NCCP. July 2015. https://map.dfg.ca.gov/metadata/ds0760.html.

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

4.12.1.2 *Existing Conditions*

The project site is located in a developed urban area of the City of San Mateo. Mineral resources within San Mateo County are located in the coastal areas, mountains, and baylands. There are no known mineral resources on or in the vicinity of the project site.[81]

4.12.2 Impact Discussion

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

Impact MIN-1: The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**

As discussed in Section 4.12.1.2 Existing Conditions, there are no identified mineral resources located on or adjacent to the project site. Therefore, the project would not result in the loss of availability of any known mineral resources.

[81] San Mateo County. *San Mateo County General Plan – Mineral Resources Map*. November 1986.

Impact MIN-2:	The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. **(No Impact)**

As discussed in Section 4.12.1.2 Existing Conditions, there are no identified mineral resource recovery sites located on or adjacent to the project site. Therefore, the project would not result in the loss of a mineral resource recovery site.

4.13 NOISE

The following discussion is based, in part, on a Noise and Vibration Assessment prepared by Illingworth & Rodkin, Inc. A copy of the report, dated June 2022, is attached to this Initial Study as Appendix H.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[82] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

[82] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

4.13.1.2 *Regulatory Framework*

State

California Department of Transportation

The California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, which typically consist of buildings constructed since the 1990s. Conservative vibration limits of 0.3 in/sec PPV has been used for buildings that are found to be structurally sound but where structural damage is a major concern. For historical buildings or buildings that are documented to be structurally weakened, a cautious limit of 0.08 in/sec PPV is often used to provide the highest level of protection.

California Building Standards Code

The CBC establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources do not exceed 45 L_{dn}/CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, or industrial source.

California Green Building Standards Code

For commercial uses, CalGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} or greater noise contour for a freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at a proposed commercial use.

Local

City of San Mateo 2030 General Plan

Various policies and actions in the General Plan have been adopted to avoid or mitigate impacts to noise resulting from planned development within the City, including the following:

Policy	Description
N 1.1	Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 (Table 4.13-2) that have an exterior noise level of 60 dB (L_{dn}) or above, as shown on Figure N-1. The maximum interior noise level shall not exceed 45 dB (L_{dn}) in any habitable rooms.
N 1.2	Require an acoustical analysis for new parks, play areas and multi-family common open space (intended for the use of the enjoyment of residents) that have an exterior noise level of 60 dB (L_{dn}) or above. Require an acoustical analysis that uses peak hour

Policy	Description
	L_{eq} 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_{dn}) for residential uses and should not exceed 65 dB (L_{eq}) during the noisiest hour for public park uses.
N 2.1	Continue implementation and enforcement of 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.
N 2.2	Protect all "noise-sensitive" land uses listed in Table N-1 and N-2 (Table 4.13-2 and 4.13-3 below) of the General Plan from adverse impacts caused by noise generated onsite by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (L_{dn}) or greater at the common property line, excluding existing ambient noise levels. "Noise-sensitive" land uses, such as residential neighborhoods, hotels, hospitals, schools, and outdoor recreation areas must be protected from new development that causes discernable increases in noise levels as a result of on-site activities. Noise generators such as machinery or parking lots must be mitigated through physical measures or operational limits.
N 2.3	Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses that generate noise levels of 65 dB (L_{dn}) or above at the property line, excluding existing ambient noise levels. Commercial and industrial areas typically tolerate higher noise levels than residential neighborhoods. However, some control is necessary for new development within non-residential areas so that exceptionally noisy uses are restricted.
N 2.4	Recognize projected increases in ambient noise levels resulting from traffic increases, as shown on Figure N-2. Promote the installation of noise barriers along highways where "noise-sensitive" land uses listed in Table N-1 are adversely impacted by unacceptable noise levels [60 dB (Ldn) or above]. Require adequate noise mitigation to be incorporated into the widening of SR 92 and US 101. Accept noise increases on El Camino Real at existing development, and require new multi-family development to provide common open space having a maximum exterior noise level of 67 dB (Ldn).

Table N-1 in the San Mateo General Plan identifies normally acceptable, conditionally acceptable, and normally unacceptable noise level standards by land use. Table N-2 in the San Mateo General Plan identifies the normally acceptable and normally unacceptable noise level standards for open space areas (i.e., parks, playgrounds). These standards are shown below in Table 4.13-2.

Table 4.13-1: Noise Sensitive Land-Use Compatibility Guidelines for Community Noise Environments (L_{dn})[1]			
Land Use Category	**Normally Acceptable[2]**	**Conditionally Acceptable[3]**	**Normally Unacceptable[4]**
Single-Family Residential	50 to 59	60 to 70	Greater than 70
Multi-Family Residential	50 to 59	60 to 70	Greater than 70
Hotels, Motels, and Other Lodging Houses	50 to 59	60 to 70	Greater than 70
Long-Term Care Facilities	50 to 59	60 to 70	Greater than 70
Hospitals	50 to 59	60 to 70	Greater than 70
Schools	50 to 59	60 to 70	Greater than 70
Multi-Family Common Open Space Intended for the Use and Enjoyment of Residents	50 to 67	--	Greater than 67
Parks, Playgrounds	50 to 65	--	Greater than 65*

[1] These guidelines are derived from the California Department of Health Services, Guidelines for the Preparation and Content of the Noise Element of the General Plan, 2003. The State Guidelines have been modified to reflect San Mateo's preference for distinct noise compatibility categories and to better reflect local land-use and noise conditions. It is intended that these guidelines be utilized to evaluate the suitability of land-use changes only and not to determine cumulative noise impacts. Land uses other than those classified as being "noise sensitive" are exempt from these compatibility guidelines.

[2] Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

[3] Conditionally Acceptable – New construction should be undertaken only after a detailed analysis of the noise reduction requirement is conducted and needed noise insulation features included in the design.

[4] Normally Unacceptable – New construction should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

*Average Sound Level (L_{eq}) for peak hour.

City of San Mateo Municipal Code

Chapter 30.70 of the San Mateo Municipal Code regulates noise generated by project construction and operation activities. Section 7.30.040 establishes maximum permissible sound levels for different time periods and noise zones. It is unlawful for any person to operate or cause to be operated any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, 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 (Table 4.13-3 below) for a cumulative period of more than 30 minutes in any hour;
2. The noise level standard plus five dB for a cumulative period of more than 15 minutes in any hour;

3. The noise level standard plus 10 dB for a cumulative period of more than five minutes in any hour;
4. The noise level standard plus 15 dB for a cumulative period of more than one minute in any hour;
5. The noise level standard or the maximum measured ambient level, plus 20 dB for any period of time.

Table 4.13-2: Construction Noise Level Standards[1]

Noise Zone	Time Period	Noise Level, dBA
Zone 1	10 p.m.—7 a.m.	50
	7 a.m.—10 p.m.	60
Zone 2	10 p.m.—7 a.m.	55
	7 a.m.—10 p.m.	60
Zone 3	10 p.m.—7 a.m.	60
	7 a.m.—10 p.m.	65
Zone 4	Anytime	70

Notes:

[1] Pursuant to Municipal Code Section 7.30.040

Noise Zone 1. All property in any single family residential zone (including adjacent parks and open space) as designated on the City's zoning map prepared pursuant to the provisions of Title 27, or any revisions thereto.

Noise Zone 2. All property in any commercial/mixed residential, multi-family residential, specific plan district or PUD as designated on the City's zoning map prepared pursuant to the provisions of Title 27, or any revisions thereto.

Noise Zone 3. All property in any commercial or central business district as designated on the City's zoning map prepared pursuant to the provisions of Title 27, or any revisions thereto.

Noise Zone 4. All property in any manufacturing or industrial zone as designated on the City's zoning map prepared pursuant to the provisions of Title 27, or any revisions thereto.

Further, Section 7.30.060, subsection I states that construction, alteration, repair, or land development activities authorized by a valid city permit shall be allowed at the following times:

- Weekdays: between 7:00 a.m. and 7:00 p.m.
- Saturdays: between 9:00 a.m. and 5:00 p.m.
- Sundays and Holidays: between 12:00 p.m. and 4:00 p.m. or at other such hours as authorized or restricted by the permit, so long as they meet the following conditions:
    - No individual piece of equipment shall produce a noise level exceeding 90 dBA at a distance of 25 feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to 25 feet as possible.
    - The noise level outside of any point outside the property plane of the project shall not exceed 90 dBA.

4.13.1.3 *Existing Conditions*

The project site is located at the northwestern corner of the intersection of East 3rd Avenue and South Claremont Street. The nearest sensitive receptors are located 50 feet north of the project site on South Claremont Street in an existing single-family residence. An existing commercial and residential development is under construction approximately 50 feet to the south, on the south side of East 3rd Avenue at 406 East 3rd Avenue. The building adjacent to the western boundary of the project site is historic and occupied by office uses and approximately 50 feet from the center of the project site. The nearest commercial uses are located 125 feet to the east and south. These uses and their locations are shown on Figure 3.1-3.

The primary noise sources within the vicinity of the project site include vehicular traffic traveling along East 3rd Avenue and South Claremont Street and train noise from Caltrain operations (the San Mateo Caltrain station is located 0.1 mile north and railroad tracks are approximately 150 feet west of the project site). Distant noise generated by vehicle traffic along U.S. Route 101 (US 101, located 0.5 miles northeast), and aircraft overflight leaving and arriving at SFO (located 3.6 miles north) also contributes to the existing noise environment.

To quantify the existing noise environment, two short-term (ST-1 and ST -2) and two long-term (LT-1 and LT-2) noise measurements were conducted between Tuesday, May 17, 2022 and Thursday, May 19, 2022. The noise measurement locations are shown on Figure 4.13-1. Based on these noise measurements, ambient noise levels range between 61 to 73 dBA L_{eq} during the daytime (7 a.m. to 10 p.m.), and between 49 to 70 dBA L_{eq} during the nighttime (10 p.m. to 7 a.m.).

As shown in Table 4.13-2, the City's construction noise level standards are based on the time period of the day and noise zone. Construction activities that would generate noise for 30 minutes or more in any given hour would have the stated threshold of 60 dBA at residences during daytime hours unless existing ambient levels exceed this threshold. The Noise Report measured the average hourly average noise level to be 69 dBA along East 3rd Avenue and 63 dBA along South Claremont Street, which exceed the 60 dBA residential threshold, and would therefore provide the regulatory noise thresholds for sensitive receptors located along the respective roadways.

NOISE MEASUREMENT LOCATIONS | FIGURE 4.13-1

4.13.2 Impact Discussion

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

4.13.2.1 *Thresholds of Significance*

The CEQA Guidelines state that a project would normally be considered to have a significant impact if noise levels conflict with adopted environmental standards or plans, or if noise levels generated by the project will substantially increase existing noise levels at noise-sensitive receivers on a permanent or temporary basis. CEQA does not define what noise level increase would be substantial. As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. For the purposes of this analysis, the City of San Mateo relies on the following as CEQA thresholds of significance:

- Construction Noise – Pursuant to Municipal Code Section 7.30.060, construction activities that would occur outside the permitted hours of construction (Weekdays between 7:00 a.m. and 7:00 p.m., Saturdays between 9:00 a.m. and 5:00 p.m., and Sundays and holidays between 12:00 p.m. and 4:00 p.m.) or would generate noise exceeding 90 dBA at a distance of 25 feet or beyond the property plane would have a significant construction-related noise impact.
- Operational Noise – Pursuant to General Plan Policy N2.2, a significant operational-related noise impact would occur if a project would result in a permanent noise increase of three dBA L_{dn} or greater. Policy N2.3 limits new commercial developments from generating noise levels of 65 dBA L_{dn} or greater at the property line. Additionally, operational noise is limited to the levels identified in Table 4.13-2 as adjusted for ambient conditions. Since daytime and nighttime ambient noise levels, as noted in Section 4.13.1.2 Existing Conditions, currently

exceed Municipal Code standards, operational-related noise at the property plane in excess of existing ambient noise levels would be considered a significant noise impact.

- Construction Vibration: The project would be considered to have a significant construction-related vibration impact if vibration generated during construction exceeds 0.3 in/sec PPV at buildings of normal conventional construction or 0.08 in/sec PPV at historical buildings, which is the level at which vibration could cause cosmetic damage.
- Excessive Noise Level Exposure: The project would have a significant noise impact related to airport operations if construction workers and future residents would be exposed to noise levels in excess of the standards identified in Table 4.13-2.

Impact NOI-1:	The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**

Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction activities would generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

As described in Section 3.2.6, construction of the project is expected to occur over a period of 15 months beginning in 2023. Consistent with Section 7.30.060 of the City's Municipal Code, construction hours would be limited to 7:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 5:00 p.m. on Saturdays, and 12:00 p.m. to 4:00 p.m. on Sundays and holidays. Construction phases of the proposed project would include demolition, site preparation, grading and excavation, building framing and construction, and paving. Equipment used during construction activities is expected to include excavators, concrete and industrial saws, tractors, loaders, backhoes, graders, cranes, forklifts, welders, air compressors, aerial lifts, cement and mortar mixers, pavers and paving equipment, and vibratory rollers. No pile driving is proposed.

The Federal Highway Administration's Roadway Construction Noise Model was used to calculate the hourly average noise levels for each stage of construction, assuming every piece of equipment would operate simultaneously, which would represent the worst-case scenario. Table 4.13-4 below shows the calculated construction noise levels at the surrounding land uses shown in Figure 3.1-3.

Additional information on the methodology and assumptions used to estimate the project's construction noise levels is available in Appendix H.

Table 4.13-3: Calculated Construction Noise Levels at Surrounding Land Uses			
Construction Phase	**Calculated Hourly Average Noise Levels (dBA L_{eq})[a]**		
	Offices (50 feet west)	**Residential (50 feet north)**	**Commercial (125 feet east and south)**
Demolition	85 dBA L_{eq}	79 dBA L_{eq}	74 dBA L_{eq}
Site Preparation	81 dBA L_{eq}	76 dBA L_{eq}	70 dBA L_{eq}
Trenching/Foundation	80 dBA L_{eq}	75 dBA L_{eq}	69 dBA L_{eq}
Building –Exterior	74 dBA L_{eq}	69 dBA L_{eq}	63 dBA L_{eq}
Building – Interior/ Architectural Coating	75 dBA L_{eq}	70 dBA L_{eq}	64 dBA L_{eq}
Paving	83 dBA L_{eq}	78 dBA L_{eq}	72 dBA L_{eq}
Source: Illingworth & Rodkin, Inc. *435 East 3rd Avenue Noise and Vibration Assessment*. February 7, 2022. Notes: a Since surrounding land uses would be subject to the collective noise generated by all equipment operating on-site, distances and noise levels are calculated from the geometrical center of the project site. b Range in construction noise levels represents equipment from the paving phase only and during the overlapping period with the building – interior/architectural coating phase.			

As shown in Table 4.13-4, the ambient noise level of the surrounding area during construction hours (61 to 73 dBA) would be exceeded at various times during all phases of construction. Individual pieces of equipment could exceed the City's 90 dBA noise limit at 25 feet, and if used within 25 feet of the property line, exceed 90 dBA at the property plane.

Mitigation Measure:

MM NOI-1.1: The applicant and contractor shall place and operate construction equipment to minimize the impact of construction noise on existing sensitive receptors. Construction equipment shall be well-maintained and used judiciously to be as quiet as possible. Additionally, the applicant and contractor shall incorporate the following best management practices to reduce noise from construction activities on nearby sensitive land uses:

(A) The applicant or their designated contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. This construction plan shall be submitted to the Building Division subject to the review and satisfaction of the Community Development Director, or his/her designee prior to the issuance of a grading or demolition permit.

(B) The applicant or their designated contractor shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that measures be implemented to reduce the noise impact. The applicant or their designated contractor shall conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

(C) Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

(D) Use of exceptionally loud equipment such as jackhammers and concrete saws within 35 feet of shared property lines shall be prohibited.

(E) All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

(F) Idling of internal combustion engines for longer than five minutes in duration shall be strictly prohibited.

(G) Stationary noise-generating equipment, such as air compressors or portable power generators, shall be located as far as possible from sensitive receptors and property lines. If they must be located within 35 feet of receptors and property lines, adequate muffling (with temporary barriers where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors to 90 dBA. All temporary barriers used shall be eight feet in height at minimum, continuous from grade to top, with no cracks or gaps, and have a minimum surface density of three pounds per square foot (e.g., one-inch thick wood fence boards).

(H) Construction contractors and subcontractors shall utilize "quiet" air compressors and other stationary noise sources where technology exists.

(I) Control noise from construction workers' radios to a point where they are not audible at residences within 50 feet of the project site.

Implementation of MM NOI-1.1 would restrict the use of individual pieces of equipment capable of generating noise levels of 90 dBA at a distance of 25 feet to 35 feet behind the property line, which would ensure that construction noise would not exceed 90 dBA at the property line. Implementation of the construction noise best management practices above would reduce construction noise at adjacent land uses to the maximum extent feasible (five to 10 dBA). Accordingly, the project would have a less than significant construction noise impact with mitigation incorporated. **(Less than Significant Impact with Mitigation Incorporated)**

Operational Noise

Project-Generated Traffic

Pursuant to General Plan Policy N2.2, a significant impact would occur if a project would result in a permanent noise increase of three dBA Ldn or greater. Based on a review of the Transportation Impact Assessment prepared for the project (refer to Appendix I), the project would not significantly increase trip generation compared to existing conditions and therefore would not double traffic volumes (which is the threshold where traffic would result in a three dBA noise increase, and be an audible increase). Since operation of the project would not result in a permanent three dBA DNL increase in ambient noise levels, the project would not substantially increase ambient noise levels as defined by General Plan Policy N2.2. As noted above, the project includes no parking on-site, and project trips would primarily be to/from nearby parking garages that would serve project occupants and residents. **(Less than Significant Impact)**

Mechanical Equipment

Pursuant to General Plan Policy N2.3, noise generated by the project's mechanical equipment would be considered significant if it exceeded 65 dBA at the property plane. Existing ambient noise levels at adjacent land uses are greater than 65 dBA (73 dBA during the daytime, 70 dBA during the nighttime), so the 65 dBA threshold at the property plane is the more conservative threshold.

The project includes various pieces of mechanical equipment, including a pump room, electrical room, and a transformer room on the first floor of the proposed building. A mechanical yard would be located on the building's fifth floor in the northwestern corner, which would include heat pump condensing units.

The first-floor transformer room is projected to generate noise levels of up to 70 dBA at a distance of one meter. Assuming a 20 dBA noise reduction provided by the building envelope, noise generated by the transformer room would not exceed 65 dBA at the property plane. Noise generated by the equipment in the electrical and pump rooms would be lower than that generated by the project's transformers and therefore would not exceed 65 dBA at the property plane.

The mechanical equipment in the fifth-floor mechanical room would generate hourly average noise levels of 72 dBA at a distance of three feet. The nearest property line would be 20 feet west of the center of the mechanical yard. Based on the distance between the building envelope and the property plane (20 feet) and an assumed noise reduction of 20 dBA provided by the building envelope and height, the noise level at the property plane would be 42 dBA L_{dn}, which would be below the City's 65 dBA L_{dn} threshold.

The solar panels on the building rooftop are not capable of generating noise levels that would be audible at the property plane, and would not contribute to the mechanical equipment noise generated at the project site. Noise generated by the rooftop HVAC systems is projected to reach a maximum of 69 dBA at a distance of three feet. The receptor with the greatest exposure to noise generated by the project's HVAC equipment would be the future residential uses opposite East 3rd Avenue, which once constructed would be located 105 feet from the HVAC equipment and have a direct line of sight. Assuming a minimum attenuation of 20 dBA from the elevation of the rooftop and the setback of the equipment, the noise level at the property line of the southern residential use would be 61

dBA, which would be below the City's 65 dBA L_{dn} threshold. Noise levels at the property lines of all other adjacent land uses would be even lower due to greater attenuation provided by the height of the proposed building and the lack of a direct line of sight between the HVAC equipment and adjacent buildings.

Based on the analysis above, the project's mechanical equipment would result in a less than significant noise impact. **(Less than Significant Impact)**

Truck Loading/Unloading

As stated in Section 3.2.6, truck loading and unloading associated with deliveries to the proposed office and residential uses would take more than five minutes and less than 15 minutes in any given hour. Pursuant to Municipal Section 7.30.040, the noise level standard is the ambient base noise level plus 10 dBA for a cumulative of more than five minutes in a given hour. If the measured ambient level for any area is higher than the construction noise levels show in Table 4.13-3 above, then the measured ambient level shall be the new base noise level standard for the property. As documented in Section 4.13.1.2, the ambient noise level standard during daytime hours is approximately 69 dBA along East 3rd Avenue and 63 dBA along South Claremont Street. Therefore, the construction noise threshold for truck loading and unloading along East 3rd Avenue and South Claremont Street would be 79 dBA and 73 dBA, respectively.

Noise associated with truck loading and unloading would primarily consist of noise generated by truck maneuvering along South Claremont Street and East 3rd Avenue. Truck maneuvering noise would include a combination of engine, exhaust, and tire noise, as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck/trailer air brakes. Heavy trucks typically generate maximum instantaneous noise levels of 70 to 75 dBA at a distance of 50 feet. The noise level of backup alarms can vary depending on the type and directivity of the sound, but maximum noise levels are typically in the range of 65 to 75 dBA at a distance of 50 feet.

As discussed in Section 4.13.1.3, by the time the project is operational, there will be residential uses located within 50 feet north and south of the project site. The single-family residence 50 feet north of the project site would be exposed to noise levels of 65 dBA associated with truck maneuvering on South Claremont Street, which would not exceed the 73 dBA threshold noted above. The commercial and residential development located 50 feet south of the project site across East 3rd Avenue would have the greatest exposure of all other surrounding developments to noise generated by truck maneuvering. At this distance, the truck maneuvering noise levels would be up to 75 dBA, which would be lower than the 79 dBA threshold noted above. The distance to all other receptors would be greater, and therefore the noise levels would be lower. Assuming one heavy truck delivery and one medium truck delivery in the same 24-hour period, the day-night average noise level would be 50 dBA L_{dn} at the nearest property line, which meets the City's 65 dBA L_{dn} limit. For all existing receptors, the noise level increase due to truck delivery noise would not be measurable or detectable (zero dBA L_{dn} increase). **(Less than Significant Impact)**

Total Combined Project-Generated Noise

Combined operation of the proposed project, including vehicle traffic, mechanical equipment, and truck loading and unloading, would result in a maximum ambient noise level increase of one dBA

L_{dn}. Ambient base noise levels would not exceed 65 dBA at the property plane or the ambient noise level at adjacent land uses. Therefore, operation of the project as a whole would not result in a significant noise impact. **(Less than Significant Impact)**

Impact NOI-2:	The project would not result in generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact with Mitigation Incorporated)**

Construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used in the vicinity of nearby sensitive land uses. As discussed under Impact NOI-1, construction activities would include demolition, site preparation, grading and excavation, building framing and construction, and paving. Impact pile driving (which generates substantial vibration) is not proposed as a method of construction.

Based on a review of the NRHP[83], CRHP[84], and City of San Mateo Historic Building Survey, there are two historic-era buildings within the vicinity of the project site, including 415 South Claremont Street (more than 500 feet south of the project site) and 273 South Railroad Avenue (adjacent, i.e. 40 feet west). These buildings would be subject to the 0.08 in/sec PPV threshold identified in Section 4.13.2.1 Thresholds of Significance; all other buildings in the vicinity of the project site are of normal, conventional construction and therefore subject to the 0.3 in/sec PPV threshold.

Based on typical vibration levels generated by construction equipment, the vibration levels from project construction were estimated from the boundary of the project site, which would represent the nearest location for use of vibration generating equipment, at the nearest building facades (refer to Appendix H for more information on the methodology used to calculate vibration levels). Table 4.13-5 below summarizes the vibration levels from construction activities at buildings within the project's area of effect.

Table 4.13-4: PPV (in/sec) Estimated at Nearest Building Façades Surrounding the Project Site

Equipment		**273 S. Railroad Ave. Historical Buildings (40ft)**	**West Office Buildings (10ft)**
Clam shovel drop		**0.120**	**0.553**
Hydromill (slurry wall)	in soil	0.005	0.022
	in rock	0.010	0.047
Vibratory Roller		**0.125**	**0.575**
Hoe Ram		0.053	0.244
Large bulldozer		0.053	0.244
Caisson drilling		0.053	0.244
Loaded trucks		0.045	0.208
Jackhammer		0.021	0.096
Small bulldozer		0.002	0.008

[83] National Register of Historic Places. "National Register Database and Research. Accessed June 22, 2022. https://www.nps.gov/subjects/nationalregister/database-research.htm

[84] California Register of Historic Places. "California Historical Resources". Accessed June 22, 2022. https://ohp.parks.ca.gov/listedresources/

Source: Illingworth & Rodkin, Inc. *Noise and Vibration Assessment for 435 East 3rd Street*. June 2022.
Note: Values in excess of construction vibration thresholds of significance are shown in **bolded** text.

As shown in Table 4.13-5, vibration levels at the buildings of normal conventional construction adjacent to the project site would experience vibration levels in excess of 0.2 in/sec PPV, which is the level at which cosmetic damage could occur. Additionally, vibration levels at the nearest historic-era building would exceed thresholds of 0.08 in/sec PPV where cosmetic damage could occur. This would be considered a potentially significant impact.

Mitigation Measure:

MM NOI-2.1: The applicant shall implement a construction vibration monitoring plan to document conditions prior to, during, and after vibration generating construction activities. All monitoring plan tasks shall be undertaken under the direction of a licensed Professional Engineer in the State of California. Initial placement of sensors, data, and corrective actions to be reviewed by a licensed Professional Structural Engineer in the State of California in accordance with industry-accepted standard methods. The construction vibration monitoring plan shall be submitted to the Building Division subject to the satisfaction of the Community Development Director, or his/her designee, prior to issuance of any demolition, grading, or building permits (whichever occurs first) and shall include:

(A) A description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.

(B) A list of all construction equipment to be used and the anticipated time of duration shall be submitted by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring.

(C) Document conditions at all structures located within 60 feet of construction prior to, during, and after vibration generating construction activities. Perform a photo survey, elevation survey, and crack monitoring survey prior to any construction activity, at the end of each phase of construction, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures. The results of each survey shall be submitted to the Director of Community Development, or his/her designee.

(D) A plan to identify structures where and when monitoring would be conducted. Construction contingencies shall be identified for when vibration levels approach applicable limits.

(E) The applicant or their designated contractor shall identify a "disturbance coordinator" responsible for registering and investigating claims of excessive vibration. The disturbance coordinator shall determine the cause of the complaint and shall require that measures be implemented to reduce the vibration impact. The applicant or their designated contractor shall conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

(F) Additionally, the construction vibration monitoring plan shall include, but not be limited to, the following measures:

a. Use of clam shovels and vibratory rollers shall be prohibited within 60 feet of the buildings located at 273 South Railroad Street. Alternatively, a Caterpillar model CP433E vibratory compactor or smaller model may be used such that vibration levels would not exceed applicable vibration limits.
b. Alternative methods for breaking up existing pavement, such as a pavement grinder, shall be used instead of dropping objects within 60 feet of adjacent buildings.
c. If vibration levels approach limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.

(G) If the post-project completion survey (refer to MM CUL-2.1D) identifies any damage caused by construction-generated vibration, the applicant shall be responsible for completing or funding the necessary repairs to restore the damaged structure to pre-construction conditions. Damage to the NRHP eligible resource at 273 South Railroad Avenue shall be repaired in accordance with the Secretary of Interior Standards.

Implementation of MM NOI-2.1 would reduce the vibration activities during construction by limiting the use of heavy vibration-generating equipment and requiring alternative approaches to ground disturbing activities. Accordingly, the project would have a less than significant impact from generation of groundborne vibration or groundborne noise levels, and would not result in cosmetic damage or more severe harm at the NRHP eligible structure at 273 South Railroad Avenue.

Impact NOI-3:	The project would not be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels. **(Less than Significant Impact)**

The project site is located within Airport Influence Area A of the San Francisco International Airport, which is a public use airport located approximately 3.6 miles northwest of the project site. The project site is located outside the outer boundary of the 65 dBA CNEL/L_{dn} noise contour identified in the SFO CLUP, and therefore construction workers and future residents would not be exposed to aircraft-related noise in excess of conditionally acceptable noise levels (refer to Table 4.13-2).

4.13.3 Effects of the Environment on the Project (Non-CEQA Impacts)

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies that address existing noise conditions affecting a proposed project.

The City of San Mateo 2030 General Plan (refer to Section 4.13.1.2 Regulatory Framework) includes exterior and interior noise thresholds for residential uses. Additionally, the State of California establishes acceptable interior noise limits within residential and non-residential (i.e., office) land uses. The thresholds that apply to the proposed project are summarized below:

- The City's normally acceptable exterior noise level standard is 67 dBA L_{dn} or less for the proposed residential common open space areas.
- The City and State's acceptable interior noise level standard is 45 dBA L_{dn} or less for the proposed residential land uses (i.e., residential units, interior residential common spaces (e.g., a gym).
- The CalGreen standards specify an interior noise environment attributable to exterior sources not to exceed an hourly equivalent noise level (L_{eq} (1-hr)) of 50 dBA in occupied areas of nonresidential uses during any hour of operation, which applies to the proposed office uses.

Consistent with existing conditions (refer to Section 4.13.1.3), the future noise environment will be characterized by vehicular traffic traveling along East 3rd Avenue and South Claremont Street, and by more distant noise associated with vehicles, trains, and aircraft. Under cumulative conditions (i.e., buildout of the San Mateo 2030 General Plan), the future noise environment is projected to be up to one dBA L_{dn} above existing conditions.

Future Exterior Noise Environment

Residential Uses

Five residential units are located on the fifth floor, and each unit would have a private balcony. However, these private balconies would not be subject to exterior noise thresholds in the City's General Plan. The thresholds included in the General Plan are intended for common use outdoor

areas at multi-family land uses. The project does not propose any outdoor common space for residential uses that would be subject to the City's residential common open space noise level standards.

Office Uses

The City of San Mateo does not have an exterior noise threshold for office uses. For informational purposes, the Noise and Vibration Assessment (refer to Appendix H) calculated the noise levels at the exterior balconies reserved for office employees and determined that the maximum noise level at the exterior office balcony would be 75 dBA L_{dn}.

Future Interior Noise Environment

The proposed building would include office uses on floors one through four which would be subject to the CalGreen 50 dBA threshold. Residential uses would be present on floor five that would be subject to the City's 45 dBA L_{dn} threshold.

Residential Uses

Standard residential construction provides approximately 15 dBA of exterior-to-interior noise reduction, assuming the windows are partially open for ventilation. Standard construction with the windows closed provides approximately 20 to 25 dBA of noise reduction in interior spaces. Where exterior noise levels range from 60 to 65 dBA L_{dn}, the inclusion of adequate forced-air mechanical ventilation is often the method selected to reduce interior noise levels to acceptable levels by closing the windows to control noise. Where noise levels exceed 65 dBA L_{dn}, forced-air mechanical ventilation systems and sound-rated construction methods are normally required. Such methods or materials may include a combination of smaller window and door sizes as a percentage of the total building façade facing the noise source, sound-rated windows and doors, sound-rated exterior wall assemblies, and mechanical ventilation so windows may be kept closed at the occupant's discretion.

Units located along the eastern façade nearest South Claremont Street would be set back from the centerline of the roadway by approximately 60 feet. At this distance, the units facing South Claremont Street would be exposed to future exterior noise levels up to 66 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels in these units would be up to 51 dBA L_{dn}.

Units along the southern façade nearest East 3rd Avenue would be set back approximately 55 feet from the centerline of East 3rd Avenue. At this distance, the units facing East 3rd Avenue would be exposed to future exterior noise levels up to 73 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels in these units would be up to 58 dBA L_{dn}.

Since exterior noise levels exceed 65 dBA L_{dn}, the project would need to implement noise insulation features in order to meet the City and State's interior noise requirement of 45 dBA L_{dn}.

Condition of Approval NOI-4.13.3-1:

The applicant shall specify acoustical treatments in the building permit plans for the superstructure in compliance with State Building Codes, the City's Noise Ordinance, and General Plan. The applicant shall also submit an acoustical analysis prepared by a professional acoustical consultant to ensure

that the design incorporates controls to reduce interior noise levels to 45 dBA L_{dn} or lower within the residential units and to 50 dBA $L_{eq(1\text{-}hr)}$ or lower within nonresidential interiors subject to the satisfaction of the Community Development Director, or his/her designee. The applicant shall conform with any special building construction techniques noted in the project's acoustical analysis, which may include sound-rated windows and doors, sound-rated wall constructions, and acoustical caulking. The acoustical analysis and building permit plans shall specify the following noise insulation features to reduce interior noise levels to 45 dBA L_{dn} or less at residential interiors:

(A) Provide a suitable form of forced-air mechanical ventilation, subject to the satisfaction of the Community Development Director, or his/her designee for all residential units, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.
(B) Preliminary calculations indicate that residential units facing South Claremont Street would require windows and doors with a minimum rating of 30 STC with adequate forced-air mechanical ventilation to meet the interior noise threshold of 45 dBA L_{dn}.
(C) Units facing East 3rd Avenue would require windows and doors with a minimum rating of 33 to 34 STC with adequate forced-air mechanical ventilation to meet the interior noise threshold of 45 dBA L_{dn}.

Incorporation of the above conditions of approval would reduce interior noise levels to 45 dBA L_{dn} or less at residential uses.

Office Uses

Standard construction materials for commercial uses would provide about 25 dBA of noise reduction in interior spaces. The inclusion of adequate forced-air mechanical ventilation systems is normally required so that windows may be kept closed at the occupant's discretion and would provide an additional 5 dBA reduction.

Commercial offices on floors one through four would be setback from the centerline of South Claremont Street by approximately 40 feet and from East 3rd Avenue by approximately 35 feet. At these distances, daytime hourly average noise levels would range from 67 to 76 dBA L_{eq}, with day-night average noise levels up to 75 dBA L_{dn}. The standard construction materials in combination with forced-air mechanical ventilation would reduce interior noise levels by a combined 30 dBA, which would satisfy the CalGreen daytime threshold of 50 dBA $L_{eq(1\text{-}hr)}$.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[85] The City of San Mateo Housing Element was adopted in January 2015 with its related land use policies last updated in April 2020.

California is now in its fifth "housing-element update cycle", which covers the years 2023 through 2031. According to ABAG's Final RHNA Allocation, published December 2021, the City's 2023-2031 Housing Element update will need to accommodate a total of 7,015 units.

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified Priority Development Areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[86]

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a technical overview of the of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

[85] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed June 15, 2022. http://hcd.ca.gov/community-development/housing-element/index.shtml.

[86] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

City of San Mateo 2030 General Plan

Various policies in the General Plan have been adopted to avoid or mitigate impacts to population and housing resulting from planned development within the City, including the following:

Policy	Description
LU 1.6	Facilitate housing production by carrying out the goals and policies in the Housing Element.
LU 1.7	Allow multi-family areas to develop at densities delineated on the Land Use Plan.
LU 1.8	Facilitate housing production by allowing commercial mixed use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/industrial and parks/open space.
H 2.2	Maintain an overall balance of housing and employment within the community over the term of the Plan.

4.14.1.2 *Existing Conditions*

The population of San Mateo was estimated to be 103,045 in January 2021 with an average of 2.59 persons per household.[87] Full build out of the General Plan includes 8,600 new dwelling units and 19,460 new jobs by 2030. Development approved under the General Plan was projected to increase the City's residential population to 114,100 in 2020 (however, as noted, it stood at 103,045 in 2021) and to 119,800 in 2030. The General Plan identifies areas to increase housing and commercial development, including specific plan areas, and Downtown Area Plan, to direct the City's new housing and job growth to occur.

The project site is located in the Downtown Area Plan of San Mateo. According to the Land Use Element of the San Mateo 2030 General Plan, 12 percent of the City's employed population works in downtown San Mateo. Employment intensification is expected to increase in downtown, particularly in the vicinity of the downtown San Mateo Caltrain station and is expected to continue to contain the second number of jobs after the SR-92 Corridor. As discussed in Section 4.11.1.2, the project is identified as a Priority Development Area of Plan Bay Area 2050.[88]

The project site is developed with an auto repair facility and surface parking lot and surrounded by surrounded by a mix of commercial, residential, and offices uses. Single-family neighborhoods are located to the north and east.

[87] California Department of Finance. Table E-5, Population and Housing Estimates. May 2021. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.
[88] Metropolitan Transportation Commission. "Priority Development Areas (Plan Bay Area 2050)." Accessed June 15, 2022. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.565230%2C-122.319314%2C17.00.

4.14.2 Impact Discussion

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

Impact POP-1: The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(Less than Significant Impact)**

A project can induce substantial population growth by proposing new housing beyond projected or planned development levels, generating demand for housing as a result of new businesses, extending roads or other infrastructure to previously undeveloped areas, or removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

The project is located within the Downtown Area Plan which supports new development in the downtown. The project site has a Downtown Retail Core Support General Plan land use designation and is zoned CBD/S, Central Business District Support which allows office uses and multiple-family dwellings when included as part of a mixed-use development, subject to development standards for CDB/S zoning districts (Section 27.39.020 of the Zoning Code) and affordable housing requirements as adopted by City Council resolution. The project proposes to construct five residential units. Assuming the City average household size of 2.59 people per dwelling unit, the project would increase the local population by approximately 13 persons.[89] The project is consistent with the site's General Plan designation, which allows for high-density residential land uses like the proposed project. For this reason, the project would not result in unplanned residential development in the City. Additionally, the project would contribute units towards the achievement of the City's RHNA allocation of 7,105 units for the period 2023 to 2031. Since the proposed project is consistent with the intended use of the site and the Downtown Area Plan, it would not result in population growth at a rate that was not planned for in the General Plan. Further, the project would be adequately served by existing infrastructure and would not extend roads or other infrastructure. For these reasons, the project would not directly or indirectly induce substantial unplanned growth in the area.

[89] Five units multiplied by 2.59 (San Mateo's average number of persons per household) equals 12.95.

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

There are no housing units or residences on-site. Therefore, implementation of the project would not displace existing residents from the project site that would necessitate the construction of housing elsewhere.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Local

City of San Mateo 2030 General Plan

Various policies in the General Plan have been adopted to avoid or mitigate impacts to public services resulting from planned development within the City, including the following:

Policy	Description
LU 4.10	Provide Police Station facilities to meet the facility requirements through 2030.
LU 4.17	Maintain a materials budget, staffing, and service hours for the City's library system that are adequate to meet the community needs, provide current and adequate materials, and meet the continuing changes in information technology.
LU 4.24	Maintain fire inspection staffing levels to meet existing needs and the projected 2025 population, employment and development, and inspections mandated by other governmental agencies.

Policy	Description
LU 4.25	Continue fire apparatus replacement and maintenance programs to provide a high state of readiness.
LU 4.29	Maintain facilities, equipment, and personnel to provide an effective police force to serve existing and future population and employment as identified in the Land Use Element.
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, that are accessible for all residents, and that meet existing and future recreation needs.
C/OS 12.2	Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.

City of San Mateo Parkland Dedication/Fees

The City of San Mateo has established standards for dedication of land or payment of in-lieu fees for park and recreation facilities serving new residential subdivisions (Chapter 26.64 of the City of San Mateo Municipal Code). The code sets a standard of two acres per 1,000 residents to be dedicated by residential developers, with fees based on the value of real property and the number of residents estimated for various unit sizes. The Municipal Code also establishes park impact fees for residential units not subject to Chapter 26.64. In Section 13.05.070 of the Municipal Code, the City outlines land dedication requirements and fees for residential units that are not subject to Chapter 26.64. Fees and land dedications are calculated in the same manner as described in Chapter 26.64, while the applicability to residential projects varies.

San Mateo Public Library Strategic Plan 2018-2023

The strategic plan identifies goals and provides operational guidelines for the City of San Mateo Public Library to address changes in information technology, user needs and expectations, and library workforce.

4.15.1.2 *Existing Conditions*

Fire Protection Services

The San Mateo Consolidated Fire Department (SMCFD) provides fire protection services in the cities of San Mateo and Foster City and the Town of Belmont. There are nine fire stations across the SMCFD jurisdiction, six of which are within the City of San Mateo. Fire stations within San Mateo include Station 21 (located in the Downtown area at 120 South Ellsworth Avenue), Station 23 (located at 31 West 27th Avenue), Station 24 (located at 318 South Humboldt Street), Station 25 (located at 1455 Shafter Street), Station 26 (located at 1500 Marina Court), and Station 27 (located at

1801 De Anza Boulevard). The SMCFD average response time to calls received is five and a half minutes.[90]

The nearest station to the project site is Station 21, which is located approximately 0.2 miles west of the site. According to Google Maps, the fire station is approximately two minutes driving distance from the site.[91]

Police Protection Services

The San Mateo Police Department (SMPD) provides police protection services in the City of San Mateo. The SMPD is divided into three service units: Field Operations Services, Investigation Services, and Support Services, totaling 170 full time personnel. The average response time for Priority 1 (emergency) calls was estimated at five minutes and 47 seconds in 2020-2021, and the percentage of Priority 1 calls dispatched within 90 seconds of receipt of the call was 94 percent.[92]

The main police station for the City of San Mateo is located at 200 Franklin Parkway, approximately 2.3 miles southeast of the project site. According to Google Maps, the police station is approximately eight minutes driving distance from the site.[93]

Parks

The City of San Mateo has 40 park sites and open space areas, and more than 40 miles of paths and trails.[94] Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate parks, playgrounds, gardens and picnic areas. The nearest parks are Gateway Park (approximately 0.2 miles northwest), Central Park (approximately 0.2 miles southwest), and DeAnza Park (approximately 0.4 miles southwest).

Schools

The City of San Mateo is served by three public school districts: the San Mateo-Foster City School District (SMFCSD) serves grades K–8; the San Mateo Union High School District serves grades 9–12; and the County Community College District serves high school graduates and anyone over 18.

The project site is located within the SMFCSD boundary. There are 22 schools in SMFCSD located across the cities of San Mateo, Foster City, and in the unincorporated area west of San Mateo. The total enrollment in the SMFCSD is approximately 10,969 students.[95] The project site is served by the

[90] San Mateo Consolidated Fire Department. 2021 Annual Report. Accessed June 15, 2022. https://www.smcfire.org/about-us/annual-reports/
[91] Google Maps. Driving directions, Fire Station 21 to 435 East 3rd Avenue. Accessed June 15, 2022. https://bit.ly/36HkDxf.
[92] City of San Mateo. "Adopted 2020-21 Budget." Page 115. Accessed June 15, 2022. https://www.cityofsanmateo.org/DocumentCenter/View/85547/Adopted-Budget_FY-2021-22?bidId=
[93] Google. Driving directions, Main Police Station to 435 East 3rd Avenue. Accessed June 15, 2022. https://bit.ly/3qKHI9f.
[94] City of San Mateo. *2030 General Plan Final Environmental Impact Report*. October 2010.
[95] California Department of Education. Data Quest, 2020-2021 Enrollment, San Mateo-Foster City Report. Accessed June 15, 2022. https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=4169039&agglevel=district&year=2020-21.

Sunnybrae Elementary School (1031 South Delaware Street, approximately 0.5 miles southeast) and the Borel Middle School (425 Barneson Avenue, approximately 1.1 miles south).[96]

The project site is also located within the San Mateo Union High School District (SMUHSD). The SMUHSD operates six high schools, one continuation school, and one adult school in the cities of San Mateo, Foster City, Hillsborough, Burlingame, San Bruno, and Millbrae. Total enrollment in the SMUHSD is approximately 9,760 students.[97] The project is served by San Mateo High School (approximately 0.8 miles northwest of the site).[98] The nearest school to the project is Episcopal Day School of St. Matthew (16 Baldwin Avenue, approximately 0.3 miles west).

Libraries and Community Centers

There are three public libraries located within the City of San Mateo. These libraries include the San Mateo Public Library (approximately 0.4 miles southwest of the site), the Marina Library (approximately 1.6 miles to the southeast), and the Hillsdale Library (approximately 2.4 miles south of the site).

The City of San Mateo has six community centers within the city limits. These community centers include the Central Park Recreation Center (approximately 0.3 miles south of the site), the Martin Luther King Jr. Community Center (approximately 0.5 miles north of the site), Joinville Park (approximately 1.4 miles east of the site), the San Mateo Senior Center (1.8 miles south of the site), and the Beresford Recreation Center (approximately 2.0 miles south of the site).

[96] SchoolVision Software. *San Mateo-Foster City School District SchoolFinder*. Accessed June 15, 2022. http://www.schfinder.com/SMFC/

[97] California Department of Education. Data Quest, 2020-2021 Enrollment, San Mateo Union High Report. Accessed June 15, 2022. https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=4169047&agglevel=district&year=2020-21.

[98] San Mateo Union High School District. "School Locator". Accessed December 2, 2021. https://www.smuhsd.org/Page/2314.

4.15.2 Impact Discussion

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

Impact PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **(Less than Significant Impact)**

The proposed project would place a new demand on fire protection services within the City of San Mateo. As discussed in Section 4.14 Population and Housing, the project would result in a net increase of approximately 13 residents, which is consistent with population growth projections in the 2030 General Plan. The project's office space is expected to generate 111 new employees.[99] While the project would intensify use of the site, which may result in an increase in demand for fire protection services, the use of the site as a high-density office and residential development was accounted for in the San Mateo 2030 General Plan, which concluded a less than significant impact to fire services from General Plan buildout given new development is required to pay building permit fees that would help fund necessary fire protection resources to the City. This increase in demand would not prevent the San Mateo Consolidated Fire Department from maintaining its response times (five and a half minutes) nor would it require the construction of new facilities to ensure adequate service to the surrounding areas, as Fire Station 21 is within a two minute drive time of the project site.[100] The proposed buildings would be constructed in compliance with the most recent California Building Code and California Fire code to ensure the building is fire-safe. In addition, the proposed project is not located within a San Mateo County Fire Hazard Safety Zone for wildland fires as

[99] Office uses typically generate one employee per 300 square feet of office space. 33,529 square feet of office space divided by 300 square feet equals 111 employees.
[100] Google. Driving Directions from San Mateo Fire Station 21 to 435 East 3rd Avenue. Accessed June 23, 2022. https://bit.ly/3bnu6fc.

identified by CAL FIRE.[101] With the adherence to all required building permit fees and Building Code, the project would not increase the need for new or physically altered facilities and services from the San Mateo Consolidated Fire Department.

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. **(Less than Significant Impact)**

The redevelopment of the project site with five residential units and 33,529 square feet of office space would increase the need for police protection services. The increase in demand for police protection and parking enforcement services is not expected to be environmentally significant, as the approximately 13 new residents represent anticipated population growth in San Mateo. Additionally, the project would introduce 111 new employees to the City's daytime population. While the project would intensify use of the site, which may result in an increase in demand for police protection services, the use of the site as a high-density office and residential development was accounted for in the San Mateo 2030 General Plan. The 2030 General Plan noted that the size of the City's Police Department is not adequate to accommodate the needs of the City through the year 2025 but concluded citywide buildout would have a less than significant impact on police services provided two mitigation measures were met. First, new development would pay required building fees to pay for expanding police facilities, equipment, and staffing, and second new development be constructed in accordance with Implementation Program LU-4.29 and the City's Building Security Code which requires proposed developments to be reviewed by the SMPD to ensure appropriate safety features that minimize criminal activity are incorporated into the project design.

Staffing costs for the need for future additional officers in the City would be funded by the Police Department's share of the general fund, which would receive general tax contributions from the project. The increase in service demand would be accommodated by the SMPD through the addition of personnel and would not require substantially expanded or of new facilities. The need for increased police staffing, and the impacts of traffic on response times may be reduced by the deployment of new facilities and technology. The SMPD would be able to adequately service the project site and downtown area upon implementation of the proposed project.

[101] California Department of Forestry and Fire Protection. *San Mateo County Fire Hazard Safety Zone Map*. November 2007.

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. **(Less than Significant Impact)**

Based on the San Mateo-Foster City School District's student generation rates of 0.04 student per multi-family residential unit for elementary schools and middle schools, the project's 13 residential units would generate approximately one new student at the Sunnybrae Elementary School and one new student at Borel Middle School.[102] Using the San Mateo Union High School District's student generation rate of 0.10 high school students per multi-family residential unit, the project would generate approximately two new students at San Mateo High School.[103] Enrollment at Sunnybrae Elementary is 372 students with a capacity of 832 students, enrollment at Borel Middle is 1,002 students with a capacity of 1,134 students, and enrollment at San Mateo High is 1,671 students with a capacity of 1,941 students. Accordingly, Sunnybrae Elementary, Borel Middle, and San Mateo High can accommodate an additional 460, 132, and 270 students, respectively.[104] Therefore, adequate capacity exists at the school facilities that serve the project site, and no new or expanded school facilities would be required.

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **(Less than Significant Impact)**

Government Code Section 66477, or the Quimby Act, outlines fees and/or amounts of parkland to be dedicated as a condition of approval for new residential developments. The proposed project would generate an additional 13 residents in comparison with existing conditions. Future residents of the proposed project could reasonably be expected to utilize park and recreation facilities in the vicinity of the site, such as Gateway Park, Central Park, and DeAnza Park, though this impact would be offset by the residential amenity spaces (refer to Section 3.2.2 Amenities). As such, the demand on existing facilities would be marginally increased by the proposed project; however, the dedication of parkland or payment of in-lieu fees under the Quimby Act provisions would facilitate the acquisition of parkland or improvement of parks in San Mateo consistent with General Plan goals.

[102] Ruffo, Amy. Director Facilities and Construction, San Mateo-Foster City School District. Personal Communication. February 10, 2022.
[103] Decision Insight. Residential Development Report, Student Generation Rate for San Mateo Union High School District 2022. Published August 6, 2021.
[104] Sunnybrae Elementary School capacity of 832 students minus and enrollment of 372 students equals capacity for 460 additional students; Borel Middle School capacity of 1,134 students minus and enrollment of 1,002 students equals capacity for 132 additional students; San Mateo High School capacity of 1,941 students minus and enrollment of 1,671 students equals 270 student capacity

The following condition of approval would be implemented by the project to ensure the project does not result in significant impacts to park facilities in the City:

Condition of Approval PS-4.1:

- The applicant shall pay a park impact fee (SMMC Section 13.05.070) or a fee in-lieu of dedication of lands for park and recreation purposes (park in-lieu fee) (SMMC Chapter 26.64). The final fee shall be determined upon approval of the final map for the park in-lieu fee or prior to the issuance of the building permit for the park impact fee. The park in-lieu fee shall be paid prior to the release of the final map for recordation and the park impact fee shall be paid prior to the issuance of the building permit. If a project with an approved tentative map is issued a building permit prior to the approval of the final map, the applicant shall be subject to the payment of the park impact fee only prior to the issuance of the first building superstructure permit.

With payment of in-lieu fees for park and recreation purposes as required by the San Mateo Municipal Code, the project would have a less than significant impact on existing park and recreation facilities in San Mateo.

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. **(Less than Significant Impact)**

It can be reasonably expected that new residents of the proposed project would utilize nearby libraries and community centers. The demand on libraries and community centers in the area would only be marginally increased as a result of the projected 13 new residents. However, demand for these facilities is not anticipated to necessitate the construction of new facilities, or expansion of existing facilities, to accommodate future residents of the project. Additionally, the City is in process of updating its library services through the San Mateo Public Library Strategic Plan, which will build and expand existing library facilities and employ resources in new ways to ensure equitable access. For these reasons, libraries and community centers in San Mateo would be equipped to provide services to new residents of the proposed project.

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Local

City of San Mateo 2030 General Plan

Various policies in the General Plan have been adopted to avoid or mitigate impacts to recreation facilities resulting from planned development within the City, including the following:

Policy	Description
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, that are accessible for all residents, and that meet existing and future recreation needs.
C/OS 12.2	Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.
C/OS 12.3	Create an asset management plan that identifies the highest and best use of undeveloped parcels or underutilized areas within existing parks to insure they are best positioned to meet current and future needs and where appropriate, identify options for alternative uses.
C/OS 12.7	Preserve existing parklands, open spaces and the golf course for open space and recreational use as directed by ordinance.
C/OS 13.1	Maintain the park system by a set of maintenance standards that reflect community values and in a manner that maintains, promotes, and optimizes positive use, and prevents degradation of facilities and ensures that particular equipment and facilities are maintained in a safe condition.
C/OS 13.2	Give priority to Capital Improvement Program projects that rehabilitate facilities that have become or will become costly to maintain, only marginally usable, or unusable without action.
C/OS 13.3	When existing parks undergo reconstruction or rehabilitation the site facilities and layout must be reviewed to determine if they effectively meet community needs, and whether modification would provide significant benefits in relation to costs.
C/OS 13.4	Utilize an infrastructure lifecycle management program that extends the useful life of all park and recreation assets and insures that sufficient funds are available for replacement or major rehabilitation.

Policy	Description
C/OS 14.9	Establish principles for all new or renovated parks to maximize productivity, efficiency and community value.

San Mateo Municipal Code Chapters 27.38.130 and 27.38.090 Central Business District

Residential development standards per San Mateo Municipal Code 27.38.130 identify the required open space provided by private usable open space per dwelling unit and common usable open space. Commercial open space requirements are described in Municipal Code 27.38.090 for providing shaded and unshaded open space to employees of the building's office uses.

City of San Mateo Parkland Dedication/Fees

The City of San Mateo has established standards for dedication of land or payment of in-lieu fees for park and recreation facilities serving new residential subdivisions (Chapter 26.64 of the City of San Mateo Municipal Code). The code sets a standard of two acres per 1,000 residents to be dedicated by residential developers, with fees based on the value of real property and the number of residents estimated for various unit sizes. The Municipal Code also establishes park impact fees for residential units not subject to Chapter 26.64 (not requiring land subdivision). In Section 13.05.070 of the Municipal Code, the City outlines land dedication requirements and fees for residential units that are not subject to Chapter 26.64. Fees and land dedications are calculated in the same manner as described in Chapter 26.64.

4.16.1.2 *Existing Conditions*

The City of San Mateo has 40 park sites and open space areas, and more than 40 miles of paths and trails. Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate parks, playgrounds, gardens and picnic areas. The nearest parks/recreational facilities are Gateway Park (approximately 1,000 feet northwest), Central Park (approximately 0.2 miles southwest), and DeAnza Park (approximately 0.4 miles southwest).

The City of San Mateo currently operates approximately 200 acres of parks. The acreage of parkland is currently below the goal established in the City's General Plan of 6.0 acres per 1,000 residents. At the time of analysis in the General Plan EIR (based on a population of 95,500), the ratio of existing neighborhood and community (including mini parks, regional parks, and Coyote Point County Park) park and recreational facilities to population was 4.90 acres per 1,000 persons. The City is projected to have a parkland ratio of 3.93 acres per 1,000 persons in 2025.[105]

[105] City of San Mateo. *General Plan Update Final Environmental Impact Report.* July 2009.

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Impact REC-1: The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

The proposed project would marginally increase the use of existing neighborhood and regional parks and recreational facilities in San Mateo. As discussed in Section 4.14 and Section 4.15, the project would generate approximately 13 additional residents and 111 employees. Future residents and employees of the proposed project could reasonably be expected to utilize nearby parks such as Gateway Park, Central Park, and DeAnza Park to meet their recreational needs. As discussed in Section 4.15 Public Services, parkland dedications and/or in-lieu fees would be applied to the proposed project to offset the additional demand on existing facilities. It is not anticipated that the additional demand placed on existing park and recreational facilities would result in substantial physical deterioration of these facilities. Park fees collected from the project would be used to maintain and upgrade affected park facilities, as necessary. Thus, the impact would be less than significant.

Impact REC-2: The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(Less than Significant Impact)**

The proposed project includes private amenities for future employees and residents of the proposed project. Construction and operation of these amenities have been analyzed throughout this Initial Study in the context of the overall development proposed by the project. Additionally, as discussed under Impact REC-1 the recreational needs of future employees of residents would be offset by these proposed facilities, and the marginal increase in demand for neighborhood and regional parks would not require the construction or expansion of off-site recreational facilities that could have an adverse effect on the environment. Therefore, the recreational facilities proposed by the project would not have an adverse physical effect on the environment.

4.17 TRANSPORTATION

The following discussion is based, in part, on a Transportation Impact Assessment (TIA) prepared by Fehr & Peers (dated August 2022) and a Parking Demand Study prepared by Fehr & Peers (dated June 2022). Copies of these reports are attached to this Initial Study as Appendices I and J, respectively.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional and Local

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

City/County Association of Governments

The City/County Association of Governments of San Mateo County (C/CAG) works on issues that affect the quality of life in general: transportation, air quality, stormwater runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. C/CAG, as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the MTC planning process

that includes regional goals, policies, and projects for the Regional Transportation Improvement Program.[106] A project is required to submit a Transportation Demand Management (TDM) plan in compliance with the CMP guidelines if the project will generate 100 net new average daily trips (ADT) to the CMP roadway network.

The proposed project is estimated to generate 49 net new vehicle trips (42 inbound, seven outbound) during the weekday AM peak hour and 51 net new vehicle trips (7 inbound, 44 outbound) during the weekday PM peak hour compared to the existing development. The project would produce more peak hour trips than current use of the site due to the increase in incoming and outgoing commuters; overall the project would result in an increase of 309 net new ADT. A summary of the trips generated under existing and project conditions is provided in Table 4.17-1.

Table 4.17-1: Summary of Existing and Project Trips

Land Use	Size	Total Daily Trips	AM			PM		
			In	Out	Total	In	Out	Total
Project Trips								
Multi-Family Low-Rise	5 units	34	0	2	2	2	1	3
General Office Building	34 ksf[2]	454	58	8	66	12	56	68
Reductions[1]		-99	-12	-1	-13	-3	-9	-12
Project Subtotal		389	46	9	55	11	48	59
Existing Trips								
Automobile Care Center	2.7 ksf[2]	80	4	2	6	4	4	8
Reductions[1]		0	0	0	0	0	0	0
Existing Subtotal		80	4	2	6	4	4	8
Net New Trips		309	42	7	49	7	44	51

Source: Fehr & Peers. *435 East 3rd Avenue Transportation Impact Assessment*. April 2022.

Notes:

[1] Reductions factor in internal capture and trip reductions provided by existing pedestrian, bicycle, and mass transit facilities.

Ksf = thousand square feet

Accounting for the difference between the proposed project trips and the existing development, the proposed project would be above the minimum threshold of 100 ADT for a CMP analysis per C/CAG CMP guidelines. Therefore, the project was required to submit a TDM plan in compliance with the CMP guidelines.

[106] C/CAG of San Mateo County. "San Mateo County Congestion Management Program 2019". April 2019. https://ccag.ca.gov/programs/transportation-programs/congestion-management/.

San Mateo County Comprehensive Bicycle Route Plan

The San Mateo County Comprehensive Bicycle Route Plan was written by the C/CAG, the Bicycle and Pedestrian Advisory Committee, and individual cities and agencies. The intent of the plan is to provide a comprehensive bicycle network for San Mateo County and adjacent communities, and to improve inter-city and regional travel for bicycles. The plan includes existing roadways within San Mateo County, including roadways in the project area.

Local

City of San Mateo 2030 General Plan

Various policies and actions in the General Plan have been adopted to avoid or mitigate impacts to transportation resulting from planned development within the City, including the following:

Policies	Description
C 2.1	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.
C 2.4	Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
C 2.5	Require site-specific traffic studies for development project where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.
C 2.7	In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic if: a) The level of service at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project is added, and b) An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and c) The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.
C 2.10	Participate in the TDM Program as outlined by the San Mateo City/County Association of Government (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.
C 4.1	Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system; support the City's Sustainable Transportation Actions; and coordinate with the countywide system.

Policies	Description
C 4.4	Implement the Pedestrian Master Plan's recommended programs and projects to create and maintain a walkable environment in San Mateo and support the City's Sustainable Transportation Actions.
C 4.5	Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, streetlights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.
C 4.6	Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.
C 4.7	Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
C 5.1	a) Adopt parking requirements to provide adequate parking supply as a condition of development approval. b) Adopt parking requirements to provide adequate parking supply for change and/or expansion of land use resulting in increased parking demand.
C 6.6	Reduce fuel consumption and vehicle emissions for trips originating in or destined for the City of San Mateo by providing incentives for the purchase and use of fuel efficient vehicles such as recharging station for electric vehicles or preferential parking for carpools, hybrids, and alternative fuel vehicles and develop a way to make this action enforceable and by providing discounted parking rates for carpools, hybrids, and other vehicles that help reduce CO2 emissions.

City of San Mateo Transportation Impact Analysis Guidelines

The City of San Mateo adopted new Transportation Impact Analysis (TIA) Guidelines on August 17, 2020 to implement VMT as the transportation analysis metric for CEQA analysis, and to formalize the City's procedures for local transportation analysis outside of CEQA. The new TIA Guidelines provide processes for analyzing the potential transportation impact of transportation projects. The TIA Guidelines include:

- Parameters for when transportation analysis is required;
- Guidance on determination of impacts and negative effects;
- Technical processes for calculating VMT for projects;
- Mitigation measures for VMT impacts and local plan requirements to address negative LOS effects;
- Require analysis for CEQA and local transportation purposes.

The TIA Guidelines include screening criteria which, if met by a project, would result in the project having a less than significant VMT impact under CEQA. For projects that do not meet the screening criteria, the Guidelines set forth thresholds of significance for comparison in quantified VMT analyses to make a determination of significance.

City of San Mateo Bicycle Master Plan

The City of San Mateo Bicycle Master Plan was first adopted in October 2011. It contains goals and objectives to provide a blueprint for a citywide system of bicycle facilities to allow for safe, efficient, and convenient bicycle travel within the City and to regional destinations in the Bay Area. The purpose of the plan is to build on the success of previous bicycle infrastructure improvements by enhancing and expanding the existing bikeway network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity. The updated 2020 Bicycle Master Plan was adopted by City Council on April 6, 2020.

The City of San Mateo, through the 2020 Bicycle Master Plan, has proposed a Class IV separated bike lanes on East 3rd Avenue between South Claremont Avenue and South Railroad Avenue.[107] This proposed bicycle facility is considered high priority.

City of San Mateo Pedestrian Master Plan

The City of San Mateo Pedestrian Master Plan was adopted in April 2012. It contains goals, objectives and policies to improve the pedestrian environment and increase the number of walking trips in San Mateo. The purpose of the Plan is to prioritize pedestrian improvements through a needs analysis of the City's network to identify gaps in the network and potential improvements. The Plan applies prioritization criteria to the output of the needs assessment to establish rankings for infrastructure improvements as well as programmatic recommendations.

4.17.1.2 *Existing Conditions*

Transit Services

Existing transit service within the vicinity of the project site is provided by the San Mateo County Transit District (SamTrans) and Caltrain. Existing transit facilities in the area are shown on Figure 4.17-1.

SamTrans

Local and regional transit service in the vicinity of the project site is primarily provided by SamTrans. The project site is served by the SamTrans routes discussed below.

Route 53 runs service during school drop-off (7:30 a.m. to 8:00 a.m.) and pick-up (1:00 p.m. to 3:30 p.m.) hours between Peninsula/Victoria and the Borel School. The closest bus stop to the project site is located at the intersection of Delaware Street and 3rd Avenue.

Route 55 runs service during school drop-off (7:30 a.m. to 8:00 a.m.) and pick-up (1:00 p.m. to 3:30 p.m.) hours between Poplar/El Camino Real and the Borel School. The closest bus stop to the project site is located at the intersection of El Camino Real and 4th Avenue.

[107] Class IV facilities, also known as "cycle tracks" or "protected bike lanes," provide a right-of-way designated exclusively for bicycle travel within a roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.

Route 59 runs service during school drop-off (7:30 a.m. to 8:15 a.m.) and pick-up (3:00 p.m. to 4:30 p.m.) hours between Norfolk/Hillsdale and Aragon High School. The closest bus stop to the project site is located at the intersection of Delaware Street and 2nd Avenue.

Route 250 runs from the College of San Mateo to 5th Street/El Camino Real. It provides hourly service from 5:40 a.m. to 11:00 p.m. on weekdays, from 7:00 a.m. to 8:40 a.m. on Saturdays, and from 9:00 a.m. to 6:45 p.m. on Sundays. The closest bus stops to the project site are located at the intersection of Claremont Street/2nd Avenue.

Route 292 runs between the Hillsdale Shopping Center in San Mateo to the Ferry Building in San Francisco. It provides service between 4:00 a.m. and 2:30 a.m. with 30-minute headways on weekdays and 60 minute headways on weekends. The closest bus stop to the project site is located at the intersection of Delaware Street and 3rd Avenue.

Route 295 runs between the San Mateo Caltrain Station and the Redwood City Transit Center. It provides service every 120 minutes on weekdays only between 6:20 a.m. and 6:45 p.m. The closest bus stop to the project site is located at the intersection of Delaware Street and 2nd Avenue.

Route 397 runs between the Palo Alto Transit Center and the Ferry Building in San Francisco. It provides hourly service between 12:45 a.m. and 6:45 a.m. The closest bus stop to the project site is located at the intersection of El Camino Real and 4th Avenue.

Route ECR runs between the Palo Alto Transit Center and the Daly City BART station. It provides service between 4:00 a.m. and 1:30 a.m. with 15-minute headways on weekdays, between 4:45 a.m. and 1:30 a.m. on Saturdays with 30-minute headways, and between 5:40 a.m. and 2:30 a.m. on Sundays with hourly headways. The closest bus stop to the project site is located at the intersection of El Camino Real and 4th Avenue.

SamTrans also provides paratransit service throughout San Mateo County. San Mateo is served specifically by its Redi-Wheels on-demand service.

Source: Fehr & Peers, April 15, 2022.

EXISTING TRANSIT FACILITIES | FIGURE 4.17-1

Caltrain

Regional transit service within the vicinity of the project site is also provided by Caltrain. The nearest Caltrain station is the San Mateo Station (0.1 miles north of the project site), which provides local and limited service on 30- to 60-minute headways. People walking between the project site and the San Mateo station would primarily use South Claremont Street to reach the 1st Avenue station entrance.

Roadway Network

Regional access to the project site is provided by U.S. Route 101 (US 101) and State Route 82 (El Camino Real). Local access to the project site and nearby parking garages (Main Street Garage and Kiku Crossing Public Garage) is provided by East 1st Avenue, East 2nd Avenue, East 3rd Avenue, East 4th Avenue, East 5th Avenue, South Claremont Street, and South Railroad Avenue. These roadways are described below.

East 3rd Avenue is a two-way east-west street with two westbound travel lanes, one eastbound travel lane, and parking and sidewalks on each side of the street adjacent to the project site. East of South Delaware Street, East 3rd Avenue becomes a one-way street westbound, part of a one-way couplet with East 4th Avenue. The roadway is approximately 45 feet wide and each sidewalk is approximately six feet wide. East 3rd Avenue provides direct access from US 101 northbound and southbound on/off ramps as well as connection to El Camino Real. The intersection of East 3rd Avenue and South Claremont Street is signalized.

South Claremont Street is a two-way north-south street with one travel lane in each direction and on-street parking and sidewalks on each side of the street. The roadway adjacent to the proposed project site is approximately 45 feet wide. The sidewalks are approximately nine feet wide.

East 4th Avenue is a two-way east-west street with two eastbound travel lanes, one westbound travel lane, and parking and sidewalks on each side of the street. East of South Delaware Street, East 4th Avenue becomes a one-way street eastbound, part of a one-way couplet with East 3rd Avenue. The roadway is approximately 45 feet wide with approximately 12-foot sidewalks on the south side of the road and six-to-eight-foot sidewalks on the north side of the road. Coupled with East 3rd Avenue, East 4th Avenue provides direct access to US 101 and El Camino Real and intersects with South Claremont Street and South Delaware Street by the project site at signalized intersections.

South Railroad Avenue is a one-way northbound street with one travel lane adjacent to the Caltrain tracks. South of 3rd Avenue, South Railroad Avenue is a two-way north-south street with one travel lane in each direction. There are sidewalks on the east side of the street from 1st Avenue to East 5th Avenue, and there are sidewalks on the west side of the street from East 3rd Avenue to East 5th Avenue. South Railroad Avenue is stop-controlled at most intersections, and there is parking between 1st Avenue and 3rd Avenue and on the east side of the street. The roadway is approximately 13 feet wide, and the sidewalks are approximately six feet wide.

East 1st Avenue is a two-way east-west street with one travel lane in each direction. There is on street parking along the entire corridor and a Class II bikeway in each direction between South Railroad Avenue and South Claremont Street and a Class III bikeway between B Street and South

Railroad Avenue. The roadway is approximately 40 feet wide and each sidewalk is approximately eight feet wide. Access to the Main Street garage is provided through a driveway on 1st Avenue.

East 2nd Avenue is a two-way east-west street with one travel lane in each direction. 2nd Avenue runs from Freemont Street to El Camino Real. There is on street parking along the entire corridor. The roadway is approximately 40 feet wide and each sidewalk is approximately 10 feet wide. The corridor has bulb-outs at South Claremont. Access to the Main Street garage is provided through a driveway on 2nd Avenue.

East 5th Avenue is a two-way east-west street with one travel lane in each direction. There is on street parking along the entire corridor and sharrows striped along the corridor denoting a Class III bikeway. The roadway is approximately 38 feet wide and each sidewalk is approximately 8 feet wide. Access to the Kiku Crossing Public Garage is provided through a driveway on East 5th Avenue.

Bicycle Facilities

Existing bicycle facilities near the project site include Class III bike routes along South Claremont Street, South Delaware Street, East 5th Avenue, and B Street. Class II bicycle lanes are provided on South Delaware Street south of East 4th Avenue and on 1st Street between Railroad Avenue and South Claremont Street.[108]

Existing and proposed bicycle facilities are shown on Figure 4.17-2.

Pedestrian Facilities

Sidewalks are provided on all approaches to the project site on East 3rd Avenue and South Claremont Street. There are bulbouts at the adjacent intersection of East 3rd Avenue and South Claremont Street on the north side of South Claremont Street. This intersection is signalized and has high-visibility crosswalks, pedestrian push buttons, and leading pedestrian intervals. There are leading pedestrian intervals at all signalized study intersections adjacent to the project site. Pedestrian-scale lighting is present along East 3rd Avenue but not along South Claremont Street. The sidewalks are approximately six to 12 feet wide and are generally in good condition with single curb ramps at all intersections.

[108] Class III facilities provide a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Class II facilities provide a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Source: Fehr & Peers, April 15, 2022.

EXISTING AND PROPOSED BICYCLE FACILITIES | FIGURE 4.17-2

4.17.2 Impact Discussion

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

Impact TRN-1: The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. **(Less than Significant Impact)**

Transit Services

The project does not propose any activities or changes to the built environment that could adversely affect either public transit conditions or public transit access, such as the relocation of a bus stop or changes to pedestrian facilities that could inhibit transit access. Continuous sidewalks and crosswalks connect the project site with all of the SamTrans bus stops identified in Section 4.17.1.2 Existing Conditions. The project does not propose any modifications to existing transit circulation system (roadways, sidewalks, etc.) that could conflict with existing or planned transit services. In comparison with existing uses, the project is projected to result in an additional 12 transit trips during the AM and PM peak hours. Existing Caltrain and SamTrans services are expected to be able to accommodate this increase in ridership. Therefore, the proposed project would not conflict with a program, plan, ordinance or policy regarding transit services. **(Less than Significant Impact)**

Roadway Network

The City of San Mateo 2030 General Plan includes policies addressing potential project effects on intersection operations. The City maintains a level-of-service (LOS) standard of mid-level LOS D for all intersections. According to General Plan Policy C-2.7, a development project may be required to fund off-site circulation improvements which are needed as a result of project-generated traffic if:

- The level of service at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project is added, and
- An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and

- The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

However, in accordance with CEQA Guidelines Section 15064.3(a), LOS (or vehicle delay) can no longer be used as a metric to identify traffic impacts under CEQA. Instead, the impact analysis focuses on whether the project's effects on intersection LOS and/or roadway operations would necessitate the construction or funding of physical improvements that could have an adverse effect on the environment. The effects of the project on the City's roadway network were analyzed in accordance with the City's Transportation Impact Analysis Guidelines (refer to Section 4.17.1.1 and Appendix I), which found that the project would not result in any adverse effects on intersection LOS (applying the LOS criteria per GP Policy C-2.7 noted above) or vehicle circulation. Therefore, project operation would not require the construction or funding of any physical improvements to the roadway network that could have an adverse effect on the environment. **(Less than Significant Impact)**

Bicycle Facilities

As discussed in Section 4.17.1.1 Regulatory Framework, the City's 2020 Bicycle Master Plan proposes to construct Class IV bicycle facilities on East 3rd Avenue and a Class III bicycle facility on South Claremont Street. As discussed under Impact TRN-3, the project does not propose any geometric design changes to the roadways that could conflict with existing or proposed bicycle facilities. The project proposes to install nine long-term and four short-term bicycle parking spaces, which is consistent with the City's bicycle parking requirements (refer to Appendix I). Accordingly, the project would not conflict with a program, plan, ordinance or policy regarding bicycle facilities. **(Less than Significant Impact)**

Pedestrian Facilities

Pursuant to General Plan policies C4.5 and C4.6 (refer to Section 4.17.1.1), the City requires new developments to provide sidewalks and wheelchair ramps if missing from existing facilities and the repair or replacement of damaged sidewalks. The project would enhance sidewalks along the project site's frontage on East 3rd Avenue and South Claremont Street with wider sidewalks, and street furniture such as benches, street trees, and pedestrian-scale lighting. Sidewalk improvements along the project frontages shall comply with Pedestrian Master Plan standard A.10, which requires sidewalk widths between 16 and 26 feet with an eight to 10 foot through zone for pedestrians. Therefore, the project would not conflict with a program, plan, ordinance or policy regarding pedestrian facilities. **(Less than Significant Impact)**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact)**

As discussed in Section 4.17.1.1 Regulatory Framework, the City's TIA Guidelines identify screening criteria for projects that are presumed to have less than significant VMT impacts due to project-specific or location-based characteristics. Specifically, projects that are within a high quality transit area (HQTA), have an FAR greater than 0.75, do not propose parking in excess of Municipal

Code requirements, are consistent with MTC's SCS (Plan Bay Area 2050), and do not result in fewer affordable housing units are presumed to have a less than significant VMT impact.[109]

The project site is approximately 0.1 miles from the San Mateo Caltrain station, and therefore is within an HQTA. The project has an FAR of 3.66 and does not propose on-site parking. The project would be consistent with Plan Bay Area 2050, since it provides land use growth and provides affordable housing near high-quality transit and promotes alternative modes of travel (walking/biking) through improvements like enhanced sidewalks and bicycle parking, consistent with the goals outlined in the SCS, such as building affordable housing, creating healthy and safe streets by building a complete streets network, and reducing climate emissions. Since the project satisfies all of the City's screening criteria for a project located within a HQTA, the project would have a less than significant VMT impact and is, therefore, consistent with CEQA Guidelines Section 15064.3(b).

Impact TRN-3:	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact)**

Geometric Design

Implementation of the proposed project would introduce two geometric design changes to the surrounding roadway network, including 1) the removal of all existing driveways surrounding the project site, and 2) the realignment of the curb at the intersection of South Claremont Street and East 3rd Avenue. The realignment of the curb at the intersection of South Claremont Street and East 3rd Avenue would include a curb extension, which would provide more space for pedestrians and landscaping. The project does not propose any geometric design changes to the surrounding roadways.

Since the proposed geometric changes meet City standards and have been reviewed by Public Works staff for conformance, the project does not propose any geometric design changes which could substantially increase hazards. **(Less than Significant Impact)**

Incompatible Uses

As discussed in Section 4.11, Land Use and Planning, the proposed land uses are consistent with the site's General Plan land use designation and zoning district. As shown on Figure 3.1-3, office and residential developments are present in the surrounding area, and therefore the proposed project would not introduce any new uses to the project vicinity. Since the project does not propose a use that is incompatible with the existing land uses in the project vicinity or propose a use that would bring unusual equipment on the roadways (e.g., farm equipment), the project would not substantially increase hazards due to incompatible uses. **(Less than Significant Impact)**

[109] A high quality transit area is defined by the Office of Planning and Research as areas within a half mile of an existing or planned transit stop.

Impact TRN-4:	The project would not result in inadequate emergency access. **(Less than Significant Impact)**

As discussed under Impact TRN-3, there are no proposed driveways associated with the project. The project does not propose any geometric design changes to the roadway network or new roadways which could impede emergency vehicle access. For these reasons, the project would not result in inadequate emergency access.

4.18 TRIBAL CULTURAL RESOURCES

The following discussion is based on an Archaeological Resources Assessment prepared by BASIN Research Associates (dated February 2022). A copy of the Archaeological Resources Assessment contains administratively confidential sensitive information and is on file with the City of San Mateo Planning Division.

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

The California Native Americans who occupied the San Mateo Peninsula at the time of European contact are known as the Costanoan. The term Costanoan is derived from the Spanish word Costanos, meaning coast people. No native name for the Costanoan people is known to have existed in prehistoric times. Bay Area descendants of these people prefer the name Ohlone. Their territory covered 6,000 to 7,000 square miles extending along the Pacific Coast from south of Monterey Bay north to the San Francisco Peninsula and inland 20 to 45 miles into the Coast Ranges. The project site is within the Ramaytush subdivision of the Ohlone, which included much of present-day San Mateo and San Francisco counties. The project site is situated at or near a primary settlement of the Ssalson tribelet (San Mateo Area) of the Ramaytush. The Ssalson tribelet included seven villages, with the main villages located primarily along San Mateo Creek.

The City has been mapped for archaeological sensitivity and is divided into three sensitivity zones, based on documented archaeological sites (as of 1980). The high sensitivity zone includes recorded sites, primarily shell mounds and near creeks, and the immediately adjacent areas which are

favorable sites. The medium sensitivity zone includes areas surrounding the high sensitivity areas and other locales where, while no sites are recorded, the settings are similar to those where recorded sites do occur.

According to a review of archeological studies in the project vicinity and a field inventory conducted by BASIN Research Associates, no prehistoric and/or historic era archaeological sites or resources are present on or within 1,000 feet of the project site. The project site is located within the former Rancho de las Pulgas, which extends from San Mateo Creek to San Francisquito Creek in Palo Alto. None of the known rancho dwellings, other structures or features (e.g., mills, corrals, roads, etc.) were located on or adjacent to the project site. However, given the project's proximity to San Mateo Creek (1,000 feet to the north), the project site is mapped within a medium sensitivity zone.

As part of the Archaeological Resources Assessment, notification letters were prepared and sent to the Native American contacts identified by the NAHC.[110] AB 52 notification was sent by the City of San Mateo electronically and via mail to Amah Mutsun, Costanoan Rumsen, Indian Canyon Mutsun, Muwekma Ohlone, Ohlone Indian, and Wuksache Indian/Eshom Indian Valley tribes on July 26, 2022. On August 4, 2022, the City received correspondence from Kanyon Sayers-Roods of the Indian Canyon Mutsun Band of Costanoan People recommending the presence of a Native American Monitor and Archaeologist during all ground-disturbing activities. On August 22, 2022, the City emailed a copy of the draft cultural resources analysis (refer to Section 4.5) and offered to meet with Kanyon Sayers-Roods and conduct a site visit. The City followed up again on August 30, 2022 and September 7, 2022; no response was received to any of the City's emails or phone calls. The City followed up with a letter provided through certified mailing on September 9, 2022; no correspondence was received in response to this letter.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐

[110] Individuals and/or organizations contacted include the Amah Mutsun Tribal Band of Mission San Jual Bautista, Costanoan Rumsen Carmel Tribe, Indian Canyon Mutsun Band of Costanoan, Muwekma Ohlone Indian Tribe of the SF Bay Area, The Ohlone Indian Tribe, and the Qukasche Indian Tribe/Eschom Valley Band.

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

Impact TCR-1:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(Less than Significant Impact)**

As documented in Section 4.18.1.2 Existing Conditions, the Archaeological Resources Assessment found that there are no historic or prehistoric archaeological sites within or adjacent to the project site. No Native American villages, traditional use areas, contemporary use areas or other features of significance have been identified in or adjacent to the project site. Development of the proposed project would therefore not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Impact TCR-2:	The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **(Less than Significant Impact with Mitigation Incorporated)**

No formal consultation requests by Native American tribes were received pursuant to AB 52 for the proposed project. However, in response to AB 52 notification, Kanyon Sayers-Roods of the Indian Canyon Mutsun Band of Costanoan People recommended that a Native American Monitor and Archaeologist be present during all ground-disturbing activities.

Although tribal cultural resources or archaeological resources are not anticipated to be discovered during project construction, the possibility remains that as-yet undiscovered resources are unearthed during grading, excavation, or other site disturbances. Implementation of the mitigation measures described in Section 4.5 Cultural Resources (MM CUL-2.1 through MM CUL-2.3, and MM CUL-3.1) would protect the resources by suspending work in the area of the discovery until an assessment of their eligibility for the NRHP or CRHR is completed and an archaeological research design and work/treatment plan is prepared (if necessary); and would allow for timely identification, analysis, and documentation of any human remains, should they be discovered. In the absence of any additional correspondence from Kanyon Sayers-Roods and the Indian Canyon Mutsun Band of Costanoan People, the City has incorporated the recommendation for a Native American Monitor and Archaeologist to be present during ground-disturbing activities into Mitigation Measures MM CUL-

2.1 and MM CUL-2.3 (refer to Section 4.5.2), which would require the presence of a Native American Monitor and Archaeologist during all ground-disturbing activities. By applying these measures, the project would not result in a substantial adverse change in the significant of a tribal cultural resource.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. Cal Water, which supplies water supplies to the Mid-Peninsula District that encompasses the City of San Mateo, adopted its most recent UWMP in June 2021.

Bay-Delta Plan Amendment

In December 2018, the SWRCB adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 30 to 50 percent of the "unimpaired flow" on the three tributaries from February through June in every year type.[111]

If the Bay-Delta Plan Amendment is implemented, the SFPUC will be able to meet the projected water demands presented in the 2021 Mid-Peninsula UWMP in normal years but would experience supply shortages in single dry years or multiple dry years. Implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years. The SFPUC has initiated an Alternative Water Supply Planning Program to ensure that San Francisco can meet its Retail and Wholesale Customer water needs, address projected dry years shortages, and limit rationing to a maximum 20 percent system-wide in accordance with adopted SFPUC policies.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

[111] Unimpaired flow represents the natural water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code, establishing mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Local

City of San Mateo 2030 General Plan

Various policies in the General Plan have been adopted to avoid or mitigate impacts to utilities and service systems resulting from planned development within the City, including the following:

Policy	Description
LU 4.4	Seek to ensure a safe and predictable water system for existing and future development by taking the following actions: 1. As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources and conservation efforts. 2. Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets, low-flow shower heads, and utilize drip irrigation while promoting high-efficiency washing machines and establishing an education program to improve water conservation practices.

Policy	Description
	3. Investigate the feasibility of developing reclaimed water facilities or ground water or treating stormwater runoff that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.
LU 4.7	Provide a sewer system which safely and efficiently conveys sewage to the wastewater treatment plant. Implement the Sewer System Management Plan (SSMP) to ensure proper maintenance, operations and management all parts of the wastewater collection system.
LU 4.16	Seek to ensure adequate gas, electric, and communication system to serve existing and future needs while minimizing impacts and existing and future residents by taking the following actions: 1. Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit. 2. Require all new developments to underground lines and provide underground connections when feasible. 3. Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.
LU 4.28	Seek to ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver a minimum fire hydrant flow of 2,500 gallons per minute to all areas of the City, except where a lesser flow is acceptable as determined by the Fire Chief. Ensure that new development does not demand a fire flow in excess of that available.
LU 4.31	Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.
LU 4.32	Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development.
LU 8.5	Implement actions to achieve Goal 8e which states: Reduce citywide gross water consumption per capita to 102 gallons/day. Reduce the residential per capita to 70 gallons/day. Potential supportive actions include: 1. Increase costs for residential and commercial waste collection and use increased waste collection revenue to provide waste reduction incentives. 2. Mandate recycling. 3. Require modifications within existing buildings to accommodate recycling bins. 4. Require mandatory segregation of recyclables for all public (on-street, parks, public buildings) waste collection. 5. Set aggressive waste reduction goals for all new development. 6. Provide expanded waste reduction outreach and support for local businesses and residential customers. 1. 7. Support backyard composting while maintaining public health safeguards.
LU 8.6	Increase measured waste diversion to 50 percent in 2020 and maximum diversion 90 percent by 2050 by mandating recycling, setting aggressive waste reduction goals for all new development and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives.
LU 8.7	Establish a partnership with California Water Service (CWS), Bay Area Water Supply Conservation Agency and other mid-peninsula cities to promote the water reduction

Policy	Description
	strategies that are offered and to create an outreach program that will help inform residence and businesses of increase costs and the need for conservation efforts.

4.19.1.2 *Existing Conditions*

Water Service

The site is currently serviced by Cal Water and is located within Cal Water's Mid-Peninsula Water District. Cal Water purchases water from the SFPUC to meet the City's water demand. The demand from the Mid-Peninsula Water District as a whole was 14,563 acre-feet per year in 2020 and forecasted to increase to 15,279 acre-feet per year in 2045.[112] The UWMP prepared for the Mid-Peninsula Water District determined that the majority of water demand stems from single-family residences (56.7 percent), followed by commercial uses (16.9 percent) and multi-family residences (14.8 percent). Water in San Mateo comes primarily from the Sierra Nevada, but also includes treated water produced by SFPUC from local watersheds and facilities in Alameda and San Mateo Counties. The UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until at least 2045. However, the UWMP indicates water supplies would be deficient in single- and multiple-dry years due to the implementation of the Bay-Delta Plan Amendment.

The existing development on the project site consists of 2,700 square feet of commercial uses. Using water demand rates for "Automobile Care Center", the existing development has a water demand of approximately 1,122 gallons per day (gpd).[113] Existing four-inch city water lines located in South Claremont Street are available to serve the project.

Sanitary Sewer/Wastewater Treatment

The City of San Mateo Department of Public Works (DPW) Clean Water Program (CWP) and Environmental Services Division provides oversight of the City's sanitary sewer collection system, including the San Mateo/Estero Municipal Improvement District Wastewater Treatment Plant (WWTP) serving more than 130,000 people, 240 miles of collection system mainlines, 6,032 manholes, and 27 pump stations. San Mateo's WWTP is a jointly owned facility. Ownership of the WWTP facility is shared between San Mateo and Foster City/Estero Municipal Improvement District, with ownership respectively split approximately 75 percent and 25 percent. The WWTP collects wastewater from these two facility owners, plus portions of Hillsborough, Belmont, Crystal Spring Sanitation District, and the County of San Mateo, for treatment and eventual discharge into the San Francisco Bay. The City of San Mateo generated an estimated 7,043 acre-feet yearly (AFY) of wastewater in 2020.[114][115]

[112] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.
[113] California Emissions Estimator Model. Appendix D – Default Data Tables – Table 9.1 Water Use Rates. September 2016.
[114] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.
[115] One acre-foot equals 325,851 gallons.

The WWTP currently treats approximately 11 million gallons per day (mgd) of average dry weather flow (ADWF), with this amount expected to increase with the increase in population within the service area.[116] The WWTP can treat up to 60 mgd through primary treatment and 40 mgd through secondary treatment. During heavy rains, the WWTP's treatment capacity is regularly exceeded. San Mateo has recently updated the collection system model to better estimate peak flows and to project flows through 2035. According to the 2014 model, the peak wet weather flow (PWWF) that would be conveyed to the plant in 2035 (assuming there is adequate conveyance), is projected to be 98 mgd.[117] The City's Clean Water Program has initiated capacity improvement projects in its collection system to manage flows to the WWTP, reducing WWTP influent PWWF down to 78 mgd. In 2019, the CWP has started construction on the upgrade and expansion of the WWTP, which will be done in three phases over five years. The upgrade and expansion project consists of new liquids treatment process facilities, including a headworks, primary treatment, biological nutrient removal/membrane bioreactor process, biological and chemically enhanced high-rate wet weather treatment, and other plant upgrades, including odor control to serve the new facilities. These facilities will be designed to provide advanced treatment to 21 mgd and allow the plant to better handle heavy storm events up to 78 mgd.[118] Wastewater from the project site is conveyed to the City's sewer system via a twelve-inch diameter main in South Claremont Street. Based upon the existing water consumption rate, it is estimated that the existing development generates 954 gpd of wastewater.[119]

Storm Drainage

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City. Stormwater from the project site currently flows into the City's existing storm drain on East 3rd Avenue near the corner with South Claremont Street. Runoff from the site is conveyed via 15-inch diameter main along East 3rd Avenue to the northeast through the City's system of underground storm drainpipes until its release into the San Francisco. As described in Section 4.10 Hydrology and Water Quality, the project site is located within the San Mateo Creek Watershed minor drainage basin, which drains into the San Francisco Bay. The watershed of San Mateo Creek originates at Lower Crystal Ridge Reservoir and flows easterly down the foothills into the City of San Mateo, goes underground, and emerges in an open channel in northern downtown San Mateo where it flows directly into the San Francisco Bay. San Mateo Creek does not contain any dams below the Lower Crystal Springs Reservoir Dam that would alter the storm water flow out of the upstream dam.[120] The watershed is primarily urbanized except for steep hillsides along Crystal Springs Road and Polhemus Road which are designated as Parks/Open Space.[121, 122]

[116] San Mateo Clean Water Program. *Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project.* November 2017.
[117] City of San Mateo. Final Environmental Impact Report, City of San Mateo Clean Water Program. April 2016.
[118] Clean Water Program. Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project. March 27, 2020. https://cleanwaterprogramsanmateo.org/wwtp/.
[119] Based upon the CalEEMod standard estimate of wastewater comprising 85 percent of existing water use of 10,997 gpd equals 954 gpd.
[120] County of San Mateo. County Zoning Ordinance. Accessed June 14, 2022. https://planning.smcgov.org/documents/san-mateo-county-zoning.
[121] City of San Mateo. *General Plan Update Final Environmental Impact Report.* July 2009.
[122] County of San Mateo. County Zoning Ordinance. Accessed June 14, 2022. https://planning.smcgov.org/documents/san-mateo-county-zoning.

As it exists, approximately 95 percent (10,404 square feet) of the project site is impervious while the remaining five percent (631 square feet) is pervious.

Solid Waste

Solid waste collection and recycling services for residents and businesses in San Mateo are provided by Recology San Mateo County. Once collected, solid waste and recyclables are transported to the Shoreway Environmental Center for sorting. After the solid waste is collected and sorted at the San Carlos Transfer Station, non-recyclable waste is transported to the Corinda Los Trancos (Ox Mountain) Landfill, located in Half Moon Bay. The Ox Mountain landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. The landfill's maximum capacity is 60.5 million cubic yards, with an estimated closure year of 2034.[123] The remaining capacity at this facility is 22,180,000 cubic yards.[124]

Using solid waste disposal rates for an "Automobile Care Center" land use, the existing development has a solid waste disposal rate of approximately 10.31 tons per year.[125]

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

[123] Devincenzi, Monica. Municipal Relationship Manager, Republic Services. Personal Communication. February 27, 2019.
[124] California's Department of Resources Recycling and Recovery (CalRecycle). "SWIS Facility Detail: Corinda Los Trancos Landfill (Ox Mountain) (41-AA-0002)". Accessed June 23, 2022. https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/3223.
[125] California Air Pollution Control Officers Association. CalEEMod Appendix D Default Data Tables, Table 10.1 Solid Waste Disposal Rates. September 2016.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
5) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact UTL-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

Water Facilities

The proposed project would rely on the existing water delivery system to supply water to the site. As discussed in Impact UTL-2, below, the project would incrementally increase the water demand in the City but would not require additional water supply other than what is currently allocated for the City by the Cal Water Mid-Peninsula District given the proposed office and residential uses are consistent with the General Plan and the demand projections used in the most recently adopted UWMP. No relocation or construction of water facilities is required by the proposed project. The project proposes lateral connections to the existing water line in South Claremont Street. Lateral connections to existing water lines would occur during grading of the site and would not result in significant environmental effects. **(Less than Significant Impact)**

Wastewater Treatment Facilities

Wastewater generated by the proposed project would be disposed of at the San Mateo WWTP. As discussed under Impact UTL-3, the San Mateo WWTP has adequate disposal capacity through 2030. No expansion or construction of wastewater treatment facilities would be required to accommodate the project. The mixed-use building would construct a six-inch lateral sewer connections to an existing 12-inch sewer main in South Claremont Street. Construction of lateral connections would occur during grading and would not cause significant environmental effects. **(Less than Significant Impact)**

Stormwater Drainage Facilities

The proposed project would incrementally increase the amount of stormwater runoff generated at the site. As it exists, approximately five percent of the project site is unpaved with landscaping allowing stormwater percolation, while stormwater runoff from the remaining 95 percent of the site enters existing storm drain inlets. Upon project completion, the project site would be developed with 11,035 square feet of impervious surface and 323 square feet of pervious surfaces. Impervious surface on

site would increase from 95 percent to 97 percent as a result of the project. The project would include two new six-inch private storm drain lines that collect stormwater after being processed through the media filter. A 12-inch storm drain would collect stormwater from flow-through planters and connect to a 12-inch storm drain main in South Claremont Street. Approximately 27 percent of stormwater runoff, during the 'design storm' would be treated by media filters, with the remaining 73 percent of stormwater runoff would be treated by flow-through planters and interceptor trees that allow groundwater percolation. As discussed in Section 4.10, implementation of MRP-mandated treatment controls would provide reductions in the rate and volume of post-construction stormwater runoff discharged to the public storm drain system. Construction of new storm drainage infrastructure would occur during grading and would not cause significant environmental effects. **(Less than Significant Impact)**

Electric Power and Telecommunication Facilities

The project would be served by existing electric power and telecommunication facilities in the area. Although the project would increase demand on these facilities, the increase would not be substantial as to require expansion of existing facilities or construction of new facilities. Connections to existing utility lines would occur during grading and would not result in significant environmental effects. **(Less than Significant Impact)**

Impact UTL-2:	The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

The proposed project falls below the 500-dwelling unit and 500,000 square foot thresholds for preparation of a water supply assessment by a local provider, in line with Senate Bill 610 and CEQA Guidelines Section 15155. Although the project would not require a water supply assessment to comprehensively analyze its water use impact, the project would intensify the demand for water use on the project site when compared to its current use. The proposed project would have an estimated total water demand of approximately 24,344 gpd.[126,127] The project would result in a net increase in demand of approximately 22,222 gpd.[128]

The proposed project would not require additional water supply other than what is currently allocated for the City by the Cal Water Mid-Peninsula District. The UWMP found that actual combined water demand for multi-family and office land uses in the Mid-Peninsula District's service area (the cities of San Mateo and San Carlos) was 4,622 acre-feet per year (or 1.5 billion gallons per year) in 2020. The combined water demand for multi-family and office uses is forecasted to increase to 4,649 acre-feet per year by 2025 and 4,671 acre-feet per year by 2030. [129] The net increase in water demand

[126] ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, 435 East 3rd Avenue Project*. Table 7.2 Water by Land Use. June 2022.
[127] The project's office space would have an annual water use of 8.42 million gallons per year (mgy) divided by 365 days equals 23,068 gallons per day. The project's residential use would have an annual water use of 0.4 million gallons per year divided by 365 days equals 1,276 gpd.
[128] Project water uses of 23,344 gpd minus existing water uses of 1,122 gpd equals an increase of 22,222 gpd under project conditions.
[129] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.

associated with the proposed project would amount to approximately 24.8 acre-feet per year (or 8.12 million gallons per year).[130] The estimated increase in water use on the project site would be minimal in comparison to the District's total demand generated by multi-family and office uses. The District's UWMP anticipates that the City will meet projected water demand through 2045 during normal year scenarios. Available water supply will be reduced during single and multiple drought years. Implementation of the Cal Water Service's water shortage contingency plan (and other conservation measures) will reduce the demand for water in the District's service area during single- and multiple-dry years. Additionally, Cal Water's development of alternative water supplies during dry years would ensure that there is not a water deficit. Finally, the proposed project would be required to comply with various City policies established to reduce water use in addition to the City's Green Building Codes, Water Conservation in Landscaping Ordinance, and Cal Water's Water Shortage Contingency Plan and water conservation measures. Adherence to these ordinances and measures would prevent excessive use of water and ensure the proposed project incorporates water saving measures into its building design.

By implementing water conservation measures and ensuring applicable building codes are adhered to, the proposed project would not result in an excessive increase in water demand beyond what is already planned for in the Mid-Peninsula Water District. Therefore, sufficient water supplies would be available to the project during normal, single-, and multiple-dry years.

Impact UTL-3:	The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

As described in Section 4.19.1.2 Existing Conditions, the San Mateo WWTP currently can treat up to 60 mgd through primary treatment and 40 mgd through secondary treatment. During heavy rains, the WWTP's treatment capacity is regularly exceeded. According to an updated collection system model, the peak wet weather flow (PWWF) that would be conveyed to the plant in 2035 (assuming there is adequate conveyance), is projected to be 98 mgd, which exceeds existing treatment capacity.[131] The City's CWP has initiated capacity improvement projects in its collection system to manage flows to the WWTP, reducing WWTP influent PWWF down to 78 mgd. In 2019, the CWP has started construction on the upgrade and expansion of the WWTP, which will be done in three phases over five years. The upgraded facilities will be designed to provide advanced treatment up to 21 mgd and allow the plant to better handle heavy storm events up to 78 mgd.[132]

The project is estimated to result in a net increase of approximately 1,889 gallons of wastewater per day.[133] On its own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP of 60 mgd. The increase in wastewater from the proposed project would be consistent

[130] 22,222 net increase in daily water consumption multiplied by 365 days equals 8,111,030 increase in gallons per year. There is one acre foot per 325,851 gallons, when multiplied by 8,111,030 equals 24.8 acre feet.
[131] City of San Mateo. Final Environmental Impact Report, City of San Mateo Clean Water Program. April 2016.
[132] Clean Water Program. Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project. March 27, 2020. https://cleanwaterprogramsanmateo.org/wwtp/.
[133] Based upon the CalEEMod standard estimate of wastewater comprising 85 percent of water use. Net increase in water demand of 2,222 gpd multiplied by 85 percent equals 1,889 gallons of wastewater per day.

with the expected growth of population and housing in the City that was used to analyze impacts from planned development until 2030 under the General Plan (refer to Section 4.14 Population and Housing). The amount of wastewater generated on-site would not require the development or expansion of new or existing wastewater treatment plants and would be adequately treated under the existing system. Therefore, the proposed project would not significantly impact the wastewater treatment capacity of the City of San Mateo.

Impact UTL-4:	The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

The proposed project includes five residential units, which would introduce 13 additional residents to the City (refer to Section 4.14 Population and Housing). The City has established solid waste generation rates of approximately 3.9 pounds of waste per resident per day.[134] The project would generate a gross total of approximately 33.48 tons of waste per year which includes 2.3 tons of waste per year from five residences and 31.18 tons of waste per year from 33,529 square feet of office space.[135] This represents a net increase of approximately 29.8 tons per year in comparison with the existing development.[136] As noted under Impact UTL-5, the project would recycle 50 percent of demolition and construction debris. The project would not interfere with the City's goals of increasing measured waste diversion to a maximum diversion to 90 percent by 2050, as set forth by General Plan Policy LU-8.6.

Solid waste from the City of San Mateo is disposed of at Ox Mountain Landfill in Half Moon Bay, which is expected to reach its permitted capacity in 2034.[137] The City implements programs to reduce solid waste materials in landfills, and in 2015 achieved a landfill diversion rate of approximately 73 percent.[138] The proposed project, which includes the provision of recycling services to residents, will not result in a substantial increase in waste landfilled at Ox Mountain Landfill, or be served by a landfill without sufficient capacity.

Impact UTL-5:	The project would not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. **(Less than Significant Impact)**

In addition to the solid waste generated by operation of the proposed building, large amounts of construction waste would be generated during construction and demolition activities. At least 50

[134] City of San Mateo. "Recycling, Compost, and Garbage." Accessed June 16, 2022. http://www.cityofsanmateo.org/index.aspx?NID=2076.
[135] ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, 435 East 3rd Avenue Mixed-Use Project*. December 2021.
[136] Project waste generation rate of 31.8 tons per year minus an existing waste generation rate of 2.0 tons per year equals an increased waste generation rate 29.8 tons per year
[137] Devincenzi, Monica. Municipal Relationship Manager, Republic Services. Personal Communication. February 27, 2019.
[138] City of San Mateo. "Recycling, Compost, and Garbage." http://www.cityofsanmateo.org/index.aspx?NID=2076. Accessed June 16, 2022.

percent of this construction waste will be recycled, in compliance with the City's Construction and Demolition Debris Ordinance (Section 7.33 of the San Mateo Municipal Code). Implementation of recycling measures during the construction and post-construction phases of the project would contribute to the City's compliance with the waste diversion requirements under state law.

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

State

Fire Hazard Severity Zones

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZs), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. FHSZs are divided into areas where the state has financial responsibility for wildland fire protection, known as state responsibility areas (SRAs), and areas where local governments have financial responsibility for wildland fire protection, known as local responsibility areas (LRAs). Homeowners living in an SRA are responsible for ensuring that their property is in compliance with California's building and fire codes. Only lands zoned for Very High Fire Hazard Severity Zones (VHFHSZ) are identified within LRAs.

4.20.1.2 *Existing Conditions*

Wildland fire hazards are located in the western hills within San Mateo City Limits. Undeveloped portions of the City's western hills are considered VHFHSZ.[139] These areas are subject to wildland type fires due to existing vegetation, particularly chaparral, the steep slopes and the temperate climate with dry summer months.[140]

The project site is within the City's urbanized downtown and is not located in a very high fire hazard severity zone.[141]

[139] California Department of Forestry and Fire Protection. *San Mateo County: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. November 2008. https://osfm.fire.ca.gov/media/5988/san_mateo.pdf.
[140] San Mateo 2030 General Plan, Safety Element. October 2010.
[141] California Department of Forestry and Fire Protection. *San Mateo County: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. November 2008.

4.20.2 Impact Discussion

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

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Impact MFS-1: The project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in the individual resource sections of this Initial Study, the proposed project would not degrade the quality of the environment with the implementation of the identified standard conditions of approval and mitigation measures. As discussed in Section 4.4, implementation of mitigation measures MM BIO-1.1 and MM BIO-1.2 would ensure that construction does not result in the loss of fertile eggs or nestlings or otherwise lead to nest abandonment. As discussed in Section 4.5, implementation of MM CUL-2.1 through MM CUL-2.3 would ensure that any undiscovered subsurface archaeological resources (if present) encountered during project construction would be identified and preserved. Finally, as discussed in Section 4.9, implementation of MM HAZ-2.1 would require the project to remove PCBs, lead-based paint, and asbestos present in existing buildings prior to building demolition, thus preventing the release of these materials into the environment. Implementation of MM HAZ-2.2 would require the project to implement appropriate

control measures during ground-disturbing activities to ensure that the environment is not exposed to soil contaminated with petroleum hydrocarbons and chlorinated solvents.

Impact MFS-2:	The project does not have impacts that are individually limited, but cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)**

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of San Mateo were developed such that a project-level impact would also be a cumulatively considerable impact. The project would not result in a significant emissions of criteria air pollutants or GHG emissions and, therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts. The discussion of project criteria pollutant impacts presented in Section 4.3 also reflects cumulative conditions, and the project would not contribute to significant cumulative impacts. The project's contribution to cumulative climate change impacts was presented in Section 4.8 as less than cumulatively considerable. Similarly, the discussion of the project's energy impact also reflects cumulative conditions, since the project's consumption of electricity, natural gas, and gasoline was assessed in comparison with consumption at the state and county level. Therefore, the proposed project would not make a substantial contribution to cumulative air quality, energy use, or GHG emissions impacts.

The project would not impact agricultural or forestry resources or mineral resources, therefore there is no potential for cumulative impacts to these resources. Nor are there any cumulative impacts associated with wildfire risk, as the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.

The project would result in less than significant impacts to aesthetics, geology and soils, land use and planning, population and housing, public services, recreation, transportation, and utilities and service systems. As noted in Section 4.17 Transportation, the project's VMT impacts are presumed to be less than significant as the project meets the definition of a small infill project near high quality transit, and therefore the project would not contribute to cumulative VMT impacts. Furthermore, potential cumulative impacts associated with these resource areas from buildout of the 2030 General Plan (including the proposed project, which as documented in Section 4.11 is consistent with the 2030 General Plan and associated policies and regulated adopted for the purpose of avoiding or mitigating an environmental effect) are accounted for in the General Plan EIR. Under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail.

The proposed project would result in highly localized and temporary air quality (toxic air contaminant), biological, cultural, hazards and hazardous materials, hydrology and water quality, noise, and vibration impacts during construction. The analysis of toxic air contaminants took into account cumulative sources within 1,000 feet per BAAQMD guidelines, and found that cumulative health risks would be below applicable health risk thresholds. Compliance with federal, state, county and local regulations and implementation of the conditions of approval and mitigation measures identified in this Initial Study and in the City of San Mateo's 2030 General Plan EIR would reduce cumulative impacts associated with project construction and future cumulative development to a less than significant level.

Impact MFS-3:	The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazardous materials, and noise. As documented throughout this Initial Study, implementation of the General Plan policies, conditions of approval, and mitigation measures that have been identified would reduce these impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified.

SECTION 5.0 REFERENCES

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of San Mateo

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Rendell Bustos – Senior Planner

6.2 CONSULTANTS

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Akoni Danielsen – President/Principal Project Manager
Matthew Moore – Associate Project Manager
Adam Garcia – Assistant Project Manager
Ryan Osako – Draftsperson/Graphic Artist

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BASIN Research Associates
Cultural Resources Consultant

ECORP Consulting, Inc.
Greenhouse Gas Emissions Consultant

Fehr & Peers
Transportation Consultant

Illingworth & Rodkin, Inc.
Noise and Vibration Consultant

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Arborist Consultant

PES Environmental, Inc.
Hazardous Material Consultant

Ramboll US Consulting, Inc.
Air Quality Consultant

Steer Group
Transportation Demand Management Consultant

SECTION 7.0 ACRONYMS AND ABBREVIATIONS

2017 CAP	Bay Area 2017 Clean Air Plan
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	asbestos containing materials
ADT	average daily traffic
AMI	Area Median Income
APE	area of potential effect
APN	Assessor Parcel Number
BAAQMD	Bay Area Air Quality Management District
CAP	climate action plan
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Database
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
DTSC	Department of Toxic Substances Control
DPM	Diesel particulate matter
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
ESL	Environmental screening level
ESMP	Environmental Site Management Plan
FAA	Federal Aviation Administration

FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
FONSI	Finding of No Significant Impact
GHG	Greenhouse gas
GWh	gigawatt-hours
GWP	global warming potential
HCM	Highway Capacity Manual
HREC	Historical Recognized Environmental Conditions
HUD	U.S. Department of Housing and Urban Development
L_{dn}	Average Equivalent Sound Level Over a 24 Hour Period
L_{eq}	Average Energy Level Intensity of Noise Over a Given Period of Time
LID	Low Impact Development
L_{max}	Maximum A-weighted noise level during a measurement period
LOS	Level of service
MBTA	Migratory Bird Treaty Act
MEI	maximally exposed individual
MMBtu	million Btu
MND	Mitigated Negative Declaration
mpg	miles-per-gallon
MTC	Metropolitan Transportation Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHRP	National Register of Historic Places
NOD	Notice of Determination
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
PBV	Project Based Vouchers
PCB	Polychlorinated biphenyls
PDA	Priority Development Areas
PCE	tetrachloroethene
PG&E	Pacific Gas and Electric
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Conditions

RFP	Request for Proposals
RPS	renewable portfolio standard
RWQCB	Regional Water Quality Control Board
RHNA	Regional Housing Need Allocation
ROG	reactive organic gases
RWQCB	Regional Water Quality Control Board
SCS	Sustainable Communities Strategy
SDPA	Site Development Planning Application
SHMA	Seismic Hazards Mapping Act
SMFD	San Mateo Fire Department
SMPD	San Mateo Police Department
SMUHSD	San Mateo Union High School District
SPAR	Site Plan and Architectural Review
SUP	Special Use Permit
SWRCB	State Water Resources Control Board
SWPPP	Stormwater pollution prevention plan
TAC	Toxic Air Contaminants
Tcf	trillion cubic feet
TCR	Tribal Cultural Resource
TDM	Transportation Demand Management
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	Underground storage tank
UWMP	Urban Water Management Plan
VMT	Vehicle miles traveled
VOC	volatile organic compound