

Initial Study/Environmental Assessment

City-Owned Downtown Affordable Housing and Parking Garage Site

PA19-033



In Consultation with
 **DAVID J. POWERS**
& ASSOCIATES, INC.

May 2020



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: City-Owned Downtown Affordable Housing and Parking Garage Project Site, PA19-033
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: Phillip Brennan, Associate Planner
pbrennan@cityofsanmateo.org
(650) 522-7218
4. Project Location and APNs: 480 East 4th Avenue, San Mateo
400 East 5th Avenue, San Mateo
034-183-060
033-281-140
5. Project Sponsor's Name & Address: MidPen Housing Corporation
303 Vintage Park Dr., Suite 250
Foster City, CA 94404
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 225-unit, seven-story apartment building (480 East 4th Avenue) and a five-story, 696-space parking garage (400 East 5th Avenue).

FINDING

The Chief of Planning 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** -

Impact BIO-4: Construction of the project could result in impacts to nesting migratory birds.

MM BIO-4.1: Construction activities (or at least the commencement of such activities) should be scheduled to avoid the nesting season to the extent practicable. If construction activities are scheduled to take place outside of the nesting season, all impacts on nesting birds protected under the MBTA and CDFW will be avoided. The nesting season for most birds in San Mateo County extends from February 1st through August 30th.

MM BIO-4.2: If it is not practicable to schedule construction activities between September 1 and January 31 then preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no active nests will be disturbed during project implementation. These surveys shall be conducted no more than 14 days prior to the initiation of construction. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests.

MM BIO-4.3: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that nests of species protected by the MBTA and CDFW shall not be disturbed during project implementation.

MM BIO-4.4: If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to February 1st).

E. CULTURAL RESOURCES -

Impact CUL-2: Development of the project could result in impacts to buried prehistoric or historical archaeological deposits.

MM CUL-2.1: Archaeological monitoring shall occur for removal of the asphalt/concrete pavement, potholing, tree removal, and other ground disturbing activities prior to construction. If a sufficient subsurface sample has not been observed and documented by an archaeologist, mechanical presence/absence exploration shall occur to access the stratigraphy for the entire project APE. If this monitoring and trenching effort cannot be considered because of construction deadlines and methods, a suite of mechanical coring at both locations can be implemented as a logistical alternative. The depth should be commensurate with proposed impacts detailed in the vertical component to the Project APE. Given the size of the core samples, the samples may not yield sufficient information to make reliable conclusion as to the intactness of a potential archaeological resource. If archaeological deposits or features that appear eligible to the National Register of Historic Places are identified during exploration, an archaeological research design and work/treatment plan shall be prepared to facilitate archaeological excavation and evaluated any feature or deposit discovered to the National Register. Native American involvement and monitors will be needed for any Native American resources identified.

If buried, or previously unrecognized archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until a qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. Construction

and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.

MM CUL-2.2: In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The San Mateo County Coroner shall be notified and make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. 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 -**

Impact HAZ-2.1: Construction and demolition activities could expose construction workers to potentially unacceptable health risks from contaminated groundwater and soil vapor.

MM HAZ-2.1: One or more environmental cleanup plan(s) and a model Health and Safety Plan (HASP), to be adopted by project contractors, shall be approved by an environmental agency of applicable jurisdiction prior to issuance of a grading permit for proposed construction. The environmental cleanup plan(s) shall establish the measures to safely remove and or mitigate significant environmental health and safety risks (short- and long-term) potentially posed to future site users by the presence of hazardous materials in existing fill, contaminated groundwater, and soil gas beneath the site. Such environmental mitigation and or remediation approaches and techniques may include, among others, excavation of impacted media for disposal at appropriately permitted landfill facilities, engineered barriers to minimize exposure to hazardous materials. The environmental

cleanup plan shall also include truck routes to avoid significant pedestrian, remediation-related truck traffic.

The HASP, which will be adopted and implemented by the general contractor and its subcontractors, will be prepared by an appropriately credentialed individual and outline proper soil and groundwater handling procedures and other health and safety requirements for the protection of workers handling hazardous materials in fill and contaminated groundwater during construction. The HASP shall be consistent with the worker protection requirements of the Cal/OSHA Title 8 regulations for the protection of worker safety. The HASP shall also include measures and protocols for the protection of the public's environmental health which shall include among others: management of stockpiles and on site soils to prevent the mobilization of particulate matter (e.g., through windblown dust, soil tracked-out through trucks or other construction vehicles); and retention of construction water onsite.

The presence of hazardous materials in fill and contaminated groundwater pose soil, soil gas, and groundwater management and potential health risks to be addressed as part of the Site development activities. The environmental cleanup plan(s) and/or HASP objectives will be to protect environmental health and safety by minimizing exposure to construction workers, nearby residents and/or pedestrians, and future Site users to constituents in the soil, soil gas, and groundwater.

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 -

Impact NOI-1.1: Noise generated by rooftop mechanical equipment could exceed the City's ambient noise threshold.

MM NOI-1.1: Prior to issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses, in conformance with the City's requirements. A qualified acoustical

consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine specific noise reduction measures necessary to reduce noise to comply with the noise limit of 55 dBA L50 or less at residential property lines, and 60 dBA L50 or less at commercial property lines. Noise reduction measures could include, but are not limited to the following:

- Selection of equipment that emits low noise levels;
- Installation of additional noise barriers such as enclosures, and;
- Increased height screening walls to block the line of sight between the noise source and the nearest receptors.

Impact NOI-1.2: Construction noise generated by the proposed project would result in a significant temporary noise impact.

MM NOI-1.2: The project applicant shall incorporate the following mitigation measures into the proposed project to minimize the impact of construction noise on existing sensitive receptors.

- A construction noise logistics plan shall be prepared that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction.
- Construction activities shall be governed by the City's Municipal Code, unless permission is granted with a development permit or other planning approval. All construction activities will occur within the following times:
 - Weekdays: between 7 am and 7 pm
 - Saturdays: between 9 am and 5 pm
 - Sundays and Holidays: between 12 pm and 4 pm or at other such hours as authorized or restricted by the permit, so long as they meet the following conditions:
 - Hours for work in the City Right-of-Way are more restrictive based on Public Works Conditions of Approval.
 - All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise

shrouds) that are in good condition and appropriate for the equipment.

- Maintain all construction equipment to minimize noise emissions.
- Stationary equipment shall be located on the site so as to maintain the greatest possible distance to the sensitive receptors.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Residential uses within 500 feet and commercial or office uses within 200 feet of the project site shall be notified of the construction schedule in writing.
- The construction contractor shall provide the name and telephone number an on-site construction liaison. In the event that construction noise is intrusive to the community, the construction liaison shall investigate the source of the noise and require that reasonable measures be implemented to correct the problem.

Impact NOI-2.1: Groundborne vibration generated during construction of the proposed parking garage would result in a potentially significant impact on adjoining structures.

MM NOI-2.1: The project applicant shall incorporate the following mitigation measures into the proposed project (parking garage) to reduce construction vibration impacts to a less than significant level.

- Prior to the issuance of a grading permit, the project applicant shall submit a Construction Vibration Monitoring and Control Plan (Plan) prepared by an acoustical/vibration consultant, structural engineer or other appropriately qualified professional.⁴
- The Plan shall identify protocols for project construction activities to maintain vibration levels at or below the potential for building damage threshold. The protocols could include continuous vibration monitoring during the phases of construction most likely to generate high vibration levels such as excavation and foundation phases.

- A pre-construction survey of the storage building along the project garage's property line shall also be conducted. The survey shall include photo or video documentation. The Plan shall adopt a building damage vibration threshold of PPV 0.5 inches per second or identify an alternative threshold as appropriate based on the condition of the building and the actual construction equipment/activities.
- Because the construction vibration analysis identifies the potential for construction vibration to cause annoyance at the adjacent existing office building at 700 S. Claremont St. (i.e. calculated PPV exceeds 0.10 inches per second), the Plan shall also identify project construction methods to maintain vibration levels below the annoyance threshold. If it is not feasible to limit construction vibration level to below the threshold, the Plan shall specify the expected periods that could result in annoyance and provide protocols for notifying the owner of the office building prior to those activities.

- 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/TRAFFIC** - The project will not have a significant impact on this resource; therefore, no mitigation is required.
- R. TRIBAL CULTURAL RESOURCES** - The archaeological monitoring prescribed as a mitigation measure (MM CUL-2.1) of the project 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 be impacted by wildfire, as it is in the developed Downtown portion of the City, and not subject to wildfires.

- 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 **June 24, 2020** 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.

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5/26/2020

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Phillip Brennan, Associate Planner

Date

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Kohar Kojayan

5/26/2020

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Kohar Kojayan, Director of Community Development

Date

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Required hardware and software

Operating Systems:	Windows® 2000, Windows® XP, Windows Vista®; Mac OS® X
Browsers:	Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari™ 3.0 or above (Mac only)
PDF Reader:	Acrobat® or similar software may be required to view and print PDF files
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Appendices

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

The City of San Mateo as the Lead Agency, has prepared this combined Initial Study/Environmental Assessment for the City-Owned Downtown Affordable Housing and Parking Garage Site (proposed project/proposed action) in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.), the National Environmental Policy Act (NEPA) and the regulations and policies of the City of San Mateo, California.

The proposed action would receive U.S. Department of Housing and Urban Development (HUD) assistance. As a result, the proposed action is subject to NEPA environmental review in conformance with HUD (24 CFR 58.36) requirements. The City of San Mateo would serve as the NEPA Responsible Entity, assuming lead federal agency status on behalf of HUD for the proposed action.

The project proposes to construct a 225-unit apartment building (480 East 4th Avenue) and a five-story, 696-space parking garage (400 East 5th Avenue). This Initial Study/Environmental Assessment evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project/proposed action.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study/Environmental Assessment marks the beginning of a 30-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/Environmental Assessment during the 30-day public review period should be sent to:

Phillip Brennan, Associate Planner
City of San Mateo – Planning Division
330 W. 20th Ave
San Mateo, CA 94403

Comments may also be sent by email to pbrennan@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)).

1.5 NOTICE OF FINDING OF NO SIGNIFICANT IMPACT

Upon finalization of environmental review, the Housing Authority of the City of San Mateo, as the NEPA Responsible Entity, will publish a Notice of Finding of No Significant Impact (Notice of FONSI). The publishing of the Notice of FONSI starts a 15-day public comment period, which will run concurrently with the 30-day public review period noted above in Section 1.2. After the 15-day comment period, if no comments are received, HUD will approve the release of funds to the proposed action.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

City-Owned Downtown Affordable Housing and Parking Garage Site

2.2 LEAD AGENCY / NEPA RESPONSIBLE ENTITY

City of San Mateo
Planning Division
330 W. 20th Ave
San Mateo, CA 94403

2.3 CERTIFYING OFFICER

Kohar Kojayan, Director of Community Development

2.4 GRANT RECIPIENT

MidPen Housing Corporation
303 Vintage Park Dr., Suite 250
Foster City, CA 94404

2.5 CONSULTANT

David J. Powers and Associates, Inc.
1736 Franklin Street, Suite 300
Oakland, CA 94612
Contact: Natalie Noyes, Project Manager
nnoyes@davidjpowers.com

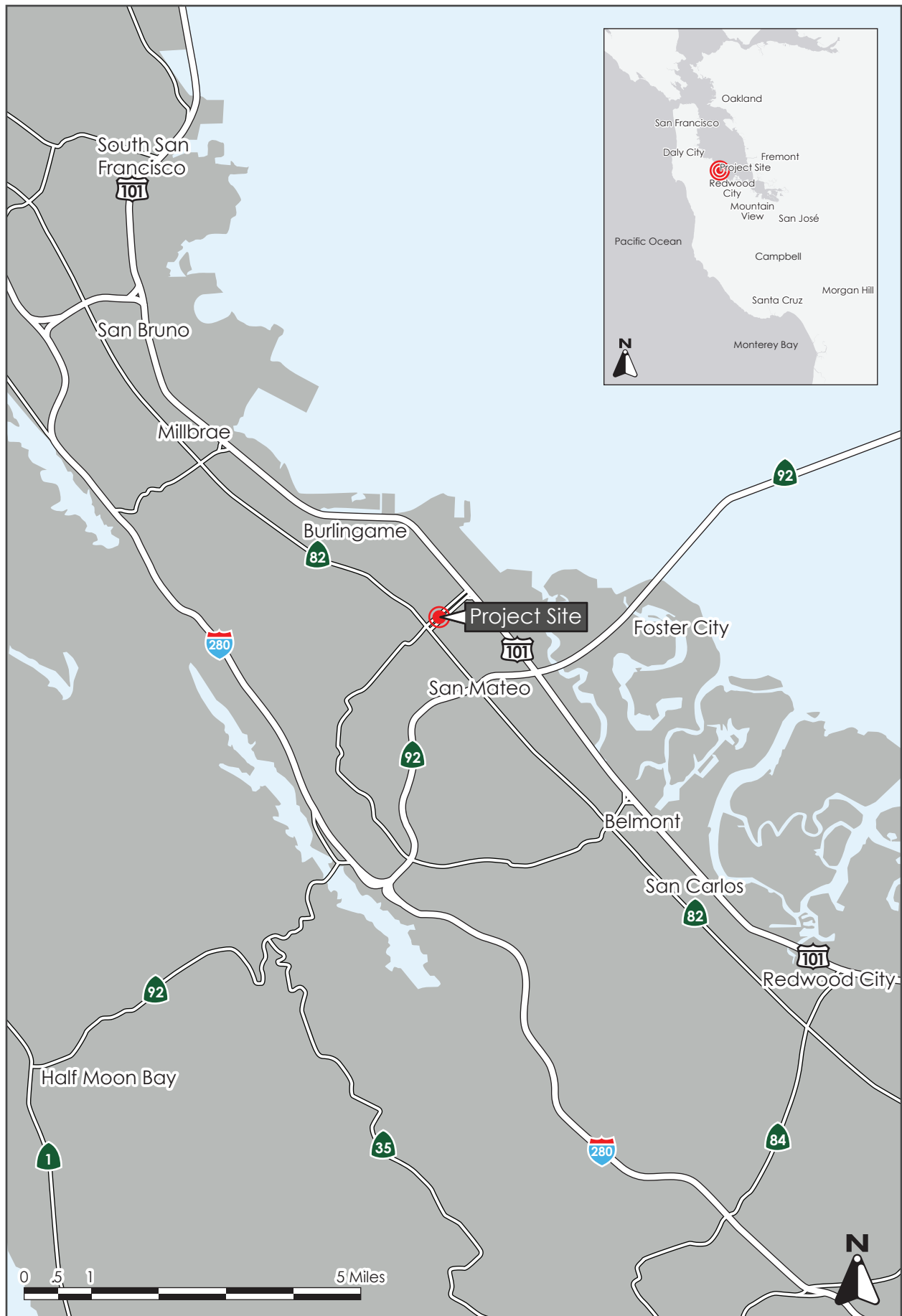
2.6 PROJECT LOCATION

The project site is comprised of two parcels located at 480 East 4th Avenue and 400 East 5th Avenue in the City of San Mateo. The 1.16-acre parcel (480 East 4th Avenue) and 1.25-acre parcel (400 East 5th Avenue) are located at the southwest corners of the East 4th Avenue / East 5th Avenue – South Claremont Street intersections in the Downtown area of San Mateo. The location of the project site is shown on the following figures:

- Figure 2.6-1 Regional Map
- Figure 2.6-2 Vicinity Map
- Figure 2.6-3 Aerial Photograph and Surrounding Land Uses

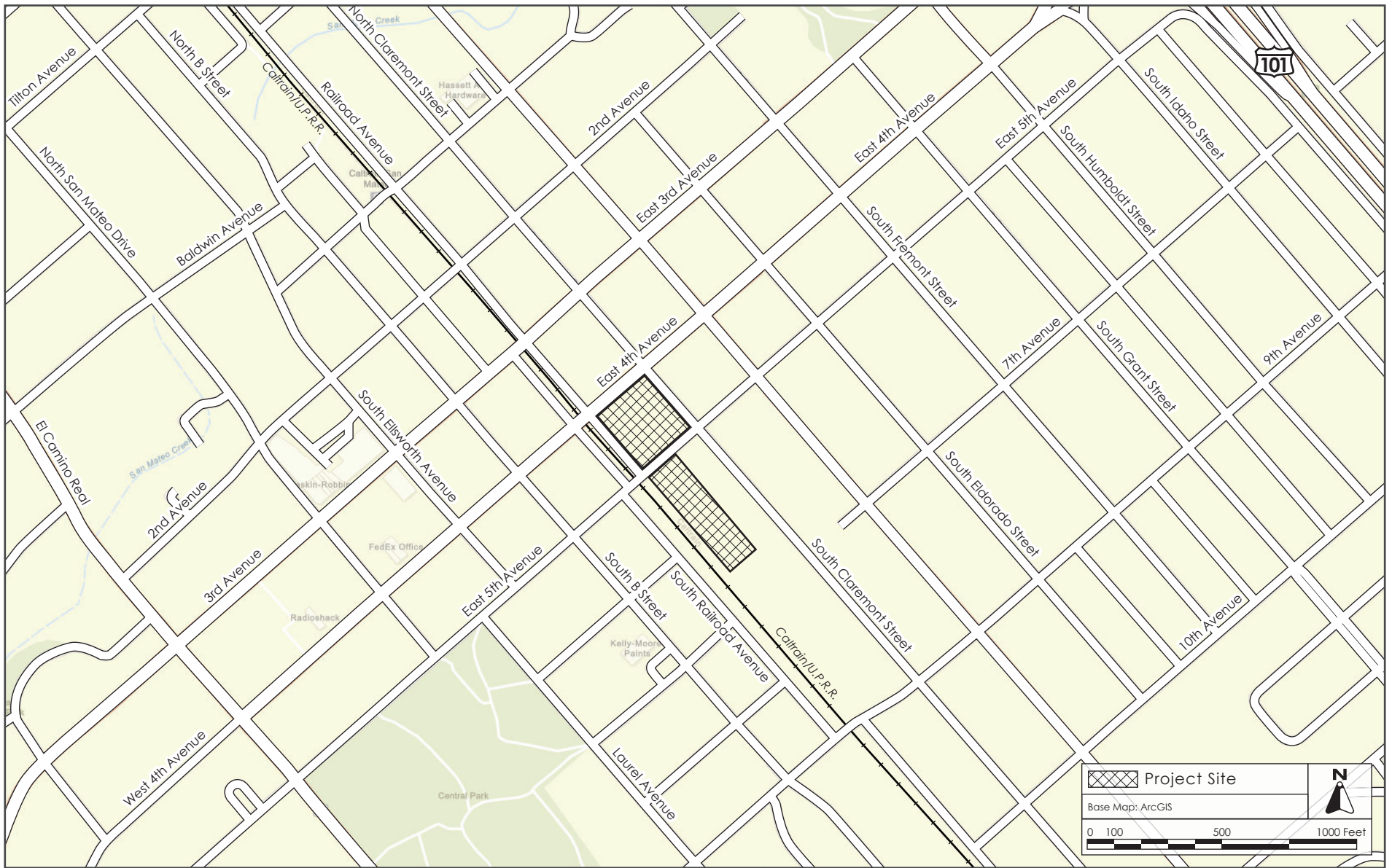
2.7 ASSESSOR'S PARCEL NUMBER

The Assessor's Parcel Numbers (APNs) for the project site are 034-183-060 (480 East 4th Avenue) and 033-281-140 (400 East 5th Avenue).



REGIONAL MAP

FIGURE 2.6-1



VICINITY MAP

FIGURE 2.6-2

2.9 GENERAL PLAN AND ZONING DESIGNATION

The project site has a General Plan land use designation of *Downtown Retail Core Support* and are zoned *CBD/S – Central Business District - Support*.

2.10 PROJECT RELATED APPROVALS, AGREEMENTS, AND PERMITS

The project will require a Site Plan and Architectural Review (SPAR) and Site Development Permit Application (SDPA) approvals by the City of San Mateo Planning Division.

- SPAR for the (1) demolition of the existing improvements and the construction of the residential building and parking garage, and for (2) an on-street loading zone.
- SDPA for the removal of major vegetation (trees).
- Special Use Permit (SUP) for the parking garage.

Demolition, grading, building permits, and a garage construction contract will be required for construction of the project. In addition, the proposed project would receive U.S. Department of Housing and Urban Development (HUD) assistance, in the form of project-based vouchers from the Housing Authority of the City of San Mateo. As a result, the proposed project is subject to NEPA environmental review in conformance with HUD (24 CFR 58.36) requirements.

SECTION 3.0 DESCRIPTION OF THE PROPOSED PROJECT [24 CFR 50.12 & 58.32; 40 CFR 1508.25]

3.1 PROJECT OVERVIEW

The proposed project will include development of a 225-unit apartment building (480 East 4th Avenue) and a five-story, 696-space parking garage (400 East 5th Avenue).

3.1.1 Project Site

3.1.1.1 *Existing Conditions*

The project site is comprised of two parcels located at 480 East 4th Avenue and 400 East 5th Avenue. Existing development on the 1.16-acre parcel (480 East 4th Avenue, APN 034-183-060) and 1.25-acre parcel (400 East 5th Avenue, APN 033-281-140) consists of existing surface parking lots, containing a total of 234 parking spaces. The 400 East 5th Avenue parcel also includes two buildings which house the Worker Resource Center, a local non-profit offering day laborer services. The Worker Resource Center provides approximately 2,550 square feet of floor space.

3.1.1.2 *Background*

The two properties were transferred to the City of San Mateo from the Successor Agency to the City of San Mateo Redevelopment Agency in March 2015 and were identified as key opportunity sites in the Claremont Avenue corridor of the Downtown. The 480 East 4th Avenue site was identified in the Housing Element as a housing opportunity site.

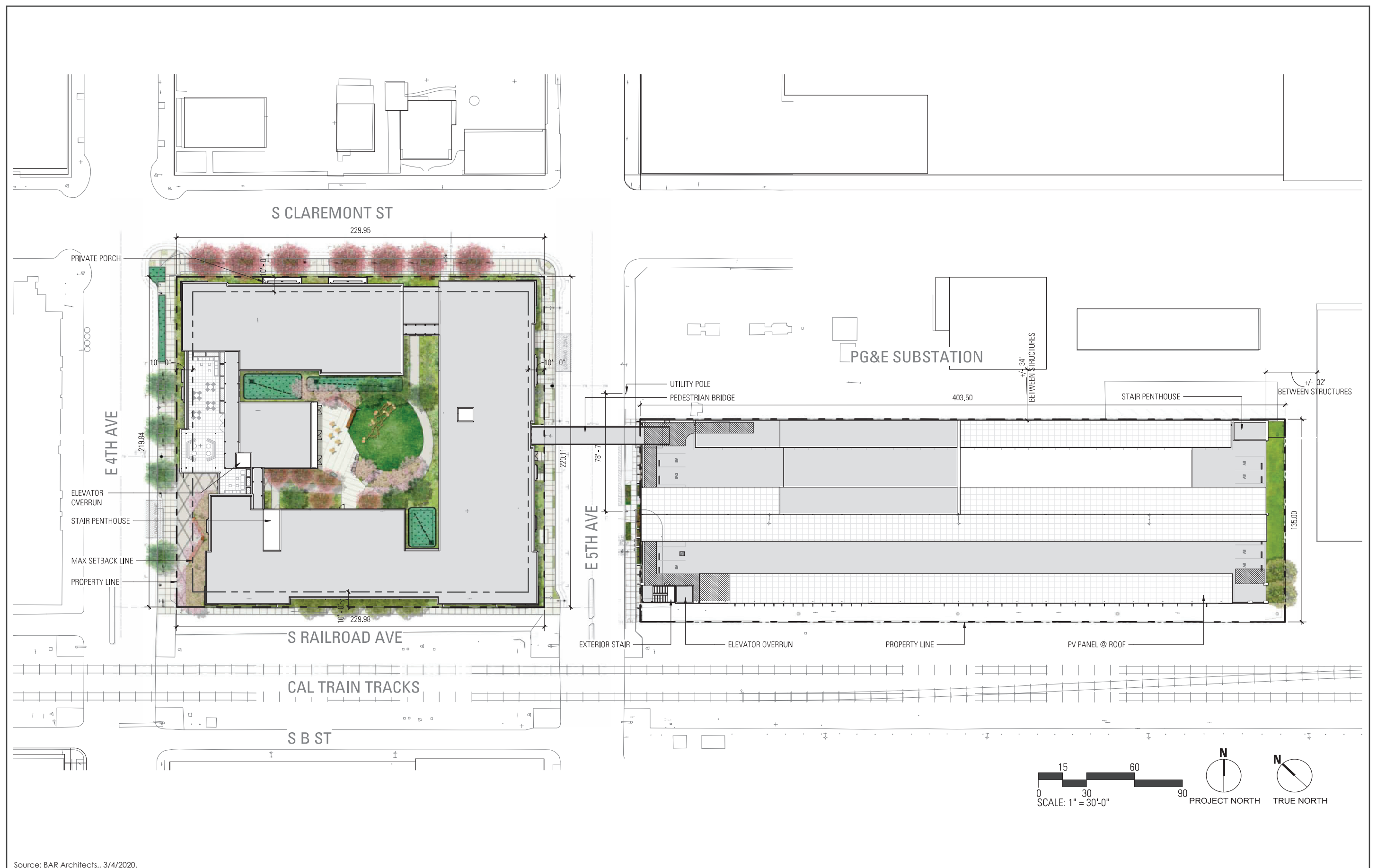
The City released a Request for Proposals (RFP) to the development community in January 2017 to solicit proposals to develop the sites with a maximum of 164 housing units and a minimum of 535 public parking spaces. The RFP stipulated that a minimum of 35 percent of the total housing units be made available at rents that are affordable to income levels of 120 percent of the Area Median Income (AMI) and below. In April 2018 the City selected MidPen as the developer for the sites.

On February 3, 2020, the City Council met to evaluate increased height and density at the project site pursuant to AB 1763. The City Council agreed to seek community input on a proposed seven-story apartment building, with up to 225 units. As a result, this Initial Study/Environmental Assessment evaluates the potential development of the site with a seven-story, 225-unit apartment building.

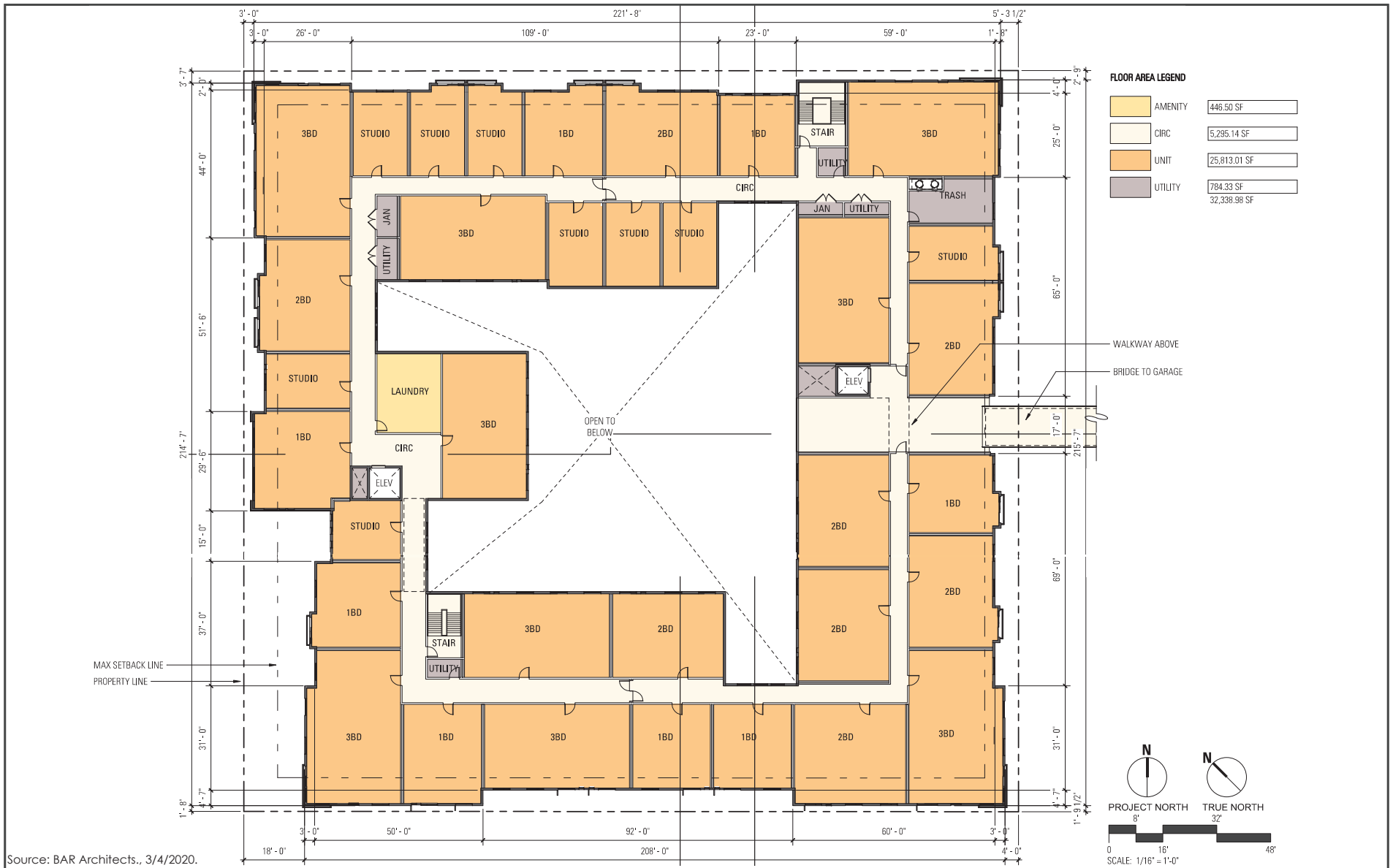
3.1.2 Project Description

The proposed project will include development of a 225-unit apartment building (480 East 4th Avenue) and a five-story, 696-space parking garage (400 East 5th Avenue). The proposed apartments will range from studios to three-bedroom units.

A site plan is shown on Figure 3.1-1, with an upper-level floorplan shown on Figure 3.1-2. Elevations are shown on Figure 3.1-3 through Figure 3.1-10.



SITE PLAN



LEVEL FIVE FLOORPLAN (PEDESTRIAN BRIDGE)

FIGURE 3.1-2



4TH AVENUE ELEVATION (RESIDENTIAL)

FIGURE 3.1-3



S. CLAREMONT STREET ELEVATION (RESIDENTIAL)

FIGURE 3.1-4



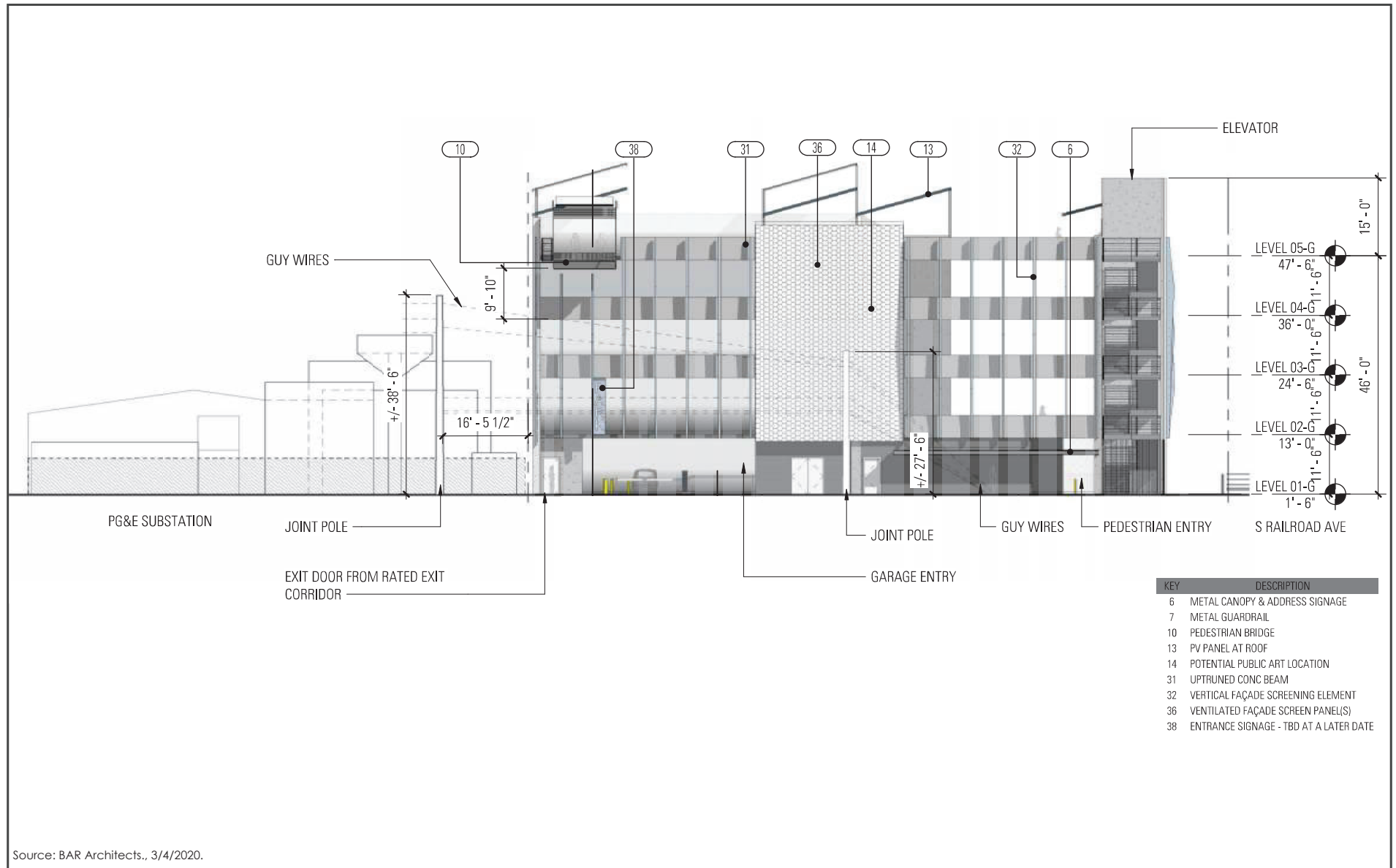
5TH AVENUE ELEVATION (RESIDENTIAL)

FIGURE 3.1-5



SOUTH RAILROAD ELEVATION (RESIDENTIAL)

FIGURE 3.1-6

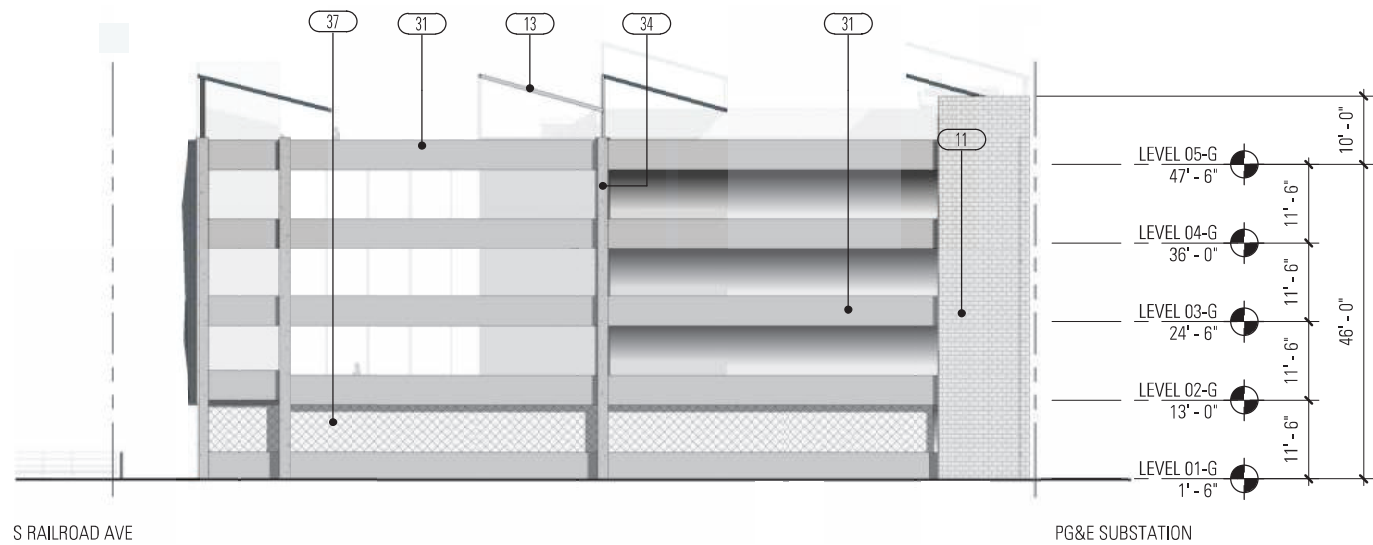


WEST ELEVATION (PARKING GARAGE)

FIGURE 3.1-7



FIGURE 3.1-8



KEY	DESCRIPTION
10	PEDESTRIAN BRIDGE
11	ALUMINUM STOREFRONT
13	PV PANEL AT ROOF
31	UPTRUNED CONC BEAM
34	EXPOSED ARCHITECTURAL CONCRETE COLUMN
35	CONTINUOUS CMU GARAGE WALL
37	MESH SECURITY FENCE

Source: BAR Architects., 3/4/2020.

EAST ELEVATION (PARKING GARAGE)

FIGURE 3.1-9



NORTH ELEVATION (PARKING GARAGE)

FIGURE 3.1-10

3.1.2.1 *Residential Development*

The proposed residential development consists of a 234,374-square foot, seven-story residential building containing 225 residential units. The units will range from studios to three-bedroom units. The building will include a community space, on-site office space for staff, and common areas including a laundry room, and after school program space. Two elevators will serve the upper floors.

The building design is a contemporary style featuring a mix of exterior building materials and coloration which would function to reduce the appearance of the building mass. In addition to the plaster exterior, cement board siding and glazed windows, the building features materials such as wood and metal.

Pedestrian access to the residential building will be provided via 4th Avenue and South Claremont Street. A residential courtyard will be located in the interior of the building and a walkway would link the 4th and South Claremont Street entrances. The courtyard will be outfitted with movable tables, chairs, and facilities available for outdoor entertainment and community gatherings. Planting in the garden courtyard area will include both tall trees to enhance views from the upper level units, as well as lower growing flowering trees and drought tolerant native and adapted plantings.

The residential building will be setback 10 feet from the property line along Claremont Street, 5th Avenue 4th Avenue and Railroad Avenue. At the corner of 4th Avenue and Railroad Avenue, the building is set back to 26 feet from the property line to accommodate a new public plaza. The public plaza will provide open seating opportunities and plantings of flowering trees and drought tolerant understory along the building façade. The public plaza also includes the opportunity for a potential public art element.

Table 3.1-1: Proposed Development Area		
	Residential Building	Parking Garage
Gross Area (sf)	242,811	238,465
Net Area* (sf)	234,374	215,099

*The net would deduct excluded areas for the purpose of determining floor area; see SMMC 27.04.200 (b)(2)(A-G)

3.1.2.1 *Parking Garage*

The proposed 215,099-square foot, five-story parking garage consists of 696 parking spaces. Of the 696 spaces, 164 spaces will be dedicated for the residential apartment building, 234 spaces will replace the demolished surface parking spaces, and the remaining 298 new spaces will serve the downtown in-lieu parking program. These 298 spaces are also proposed to be delineated as 10-hour parking spaces, which are more catered towards employee parking.

Vehicular access to the parking garage would be provided via one driveway on East 5th Avenue. A restricted-access pedestrian bridge on the fifth level would connect the proposed parking garage to the residential component.

3.1.3 Construction

Construction of the proposed residential building and parking garage would begin in November 2021 and would take approximately 21 months.

3.1.4 Green Building Features

The project would include the following green building features:

- Low-volatile organic compound (VOC) paints
- Solar water heating
- Energy-efficient laundry and dishwashers
- Water-conserving fixtures
- High-efficiency irrigation system

3.1.5 Remediation Activities

A Response Plan is being prepared for the project site pursuant to a California Land Reuse and Revitalization Act (CLRRRA) agreement between the Department of Toxic Substances Control (DTSC) and MidPen Housing Corporation (applicant). The Response Plan will document the results of subsurface investigations conducted at the site; to evaluate risks associated with the chemicals identified in soil, soil vapor, and groundwater; and to present a plan for remediating the site for the proposed site development (refer to Section 4.9 Hazardous Materials for additional information). As directed by the Response Plan, the project would involve remedial actions. Remedial actions may include installation of vapor barriers below the proposed residential building removal and transport of the contaminated soil at an appropriately permitted landfill facility or the soil may be consolidated and capped onsite under the proposed building foundations.

3.1.6 Funding Sources

A portion of the project would receive federal funds. With the use of federal funds, National Environmental Policy Act (NEPA) review meeting the requirements of the U.S. Department of Housing and Urban Development (HUD) (24 Code of Federal Regulations [CFR] 58.36) would be needed, as well as California Environmental Quality Act (CEQA) review for the project.

The Applicant proposes to finance the proposed action (80 of the 225 residential units) through Department of Housing and Urban Development (HUD) Section 8 Project Based Vouchers (PBV) with affordability levels at or below 50 percent of the AMI. The HUD funding for the proposed action would be in the form of rental assistance, and the estimated total cost of the proposed action is approximately \$182 million.¹

3.2 STATEMENT OF PURPOSE AND NEED FOR THE PROPOSAL [40 CFR 1508.9(B)]

¹ The total cost of the project is \$182,631,547 (\$25,582,000 HUD + \$157,049,547 non-HUD).

The purpose of the project is to provide affordable housing for low income persons in the City of San Mateo.

3.3 EXISTING CONDITIONS AND TRENDS [24 CFR 58.40(A)]

3.3.1 Regional Outlook

The Bay Area continues to be one of the most expensive real estate markets in the country. Most Bay Area homes are unaffordable for families with average household incomes. As detailed in the City of San Mateo Housing Element, typical incomes in San Mateo are higher than the rest of the Bay Area. Despite this, the City has its share of low- and moderate-income households. The percentage of extremely low- and very-low income households has increased nearly 24 percent since 2000, whereas the percentage of households with low incomes and greater has declined.

San Mateo County's median household income rose 4 percent in 2017 to \$116,663, compared to the state median of \$71,805.² Despite the higher than average household incomes, housing prices and rents in the county are on the rise and San Mateo County has some of the highest housing costs in the nation. As of 2015, 40 percent of San Mateo County residents were renters and 48 percent of them spent more than 30 percent of their income on rent, while 25 percent spent more than 50 percent of income on rent. According to the National Low Income Housing Coalition's 2017 Report "Out of Reach," in order to afford a 2-bedroom unit at fair market rate in San Mateo County, a renter would need to earn an hourly wage of \$58.04 (equivalent to annual income of \$120,720 or 5.5 full-time jobs at minimum wage).³ A lack of affordable housing limits the ability of people to live in the county and can reduce the availability of qualified workers for local jobs, thereby constraining economic growth. In response to high housing prices, many workers are forced to either live outside the county and face long commutes or stretch themselves financially and pay more than they really can afford for housing.

The county's housing supply shortage is a primary driver of high housing costs. The Regional Housing Need Allocation (RHNA) is part of a state-mandated process that creates housing production targets for each county based on existing need and forecasted population and job growth. The goals are to increase the supply of housing and to ensure that local governments consider the housing needs of people of all income levels. Housing production targets are divided into income groups and calculated as a percent of the AMI. The 2014-2022 RHNA target for San Mateo County is 16,418 new housing units, with 43 percent of them required to be affordable housing (for very-low and low income residents).

3.3.2 Local Perspective

According to the San Mateo County Housing Needs Allocation, 2015 to 2023 (see Table 3.3-1) prepared by the Association of Bay Area Governments (ABAG), the City of San Mateo should add 3,100 new units by 2022 (of which 859 would be very low, 469 would be low, and 530 would be moderate income units) in order to meet the needs for affordable housing.

² Sustainable San Mateo County. Prosperity and Poverty. Accessed November 4, 2019. Available at: <https://sustainablesanmateo.org/home/indicators/prosperity-poverty/#income-and-wages>

³ Ibid.

Table 3.3-2: San Mateo County Housing Needs Allocation, 2015-2023					
Jurisdiction	Very Low <50 Percent	Low < 80 Percent	Moderate <120 Percent	Above Moderate	Total
Atherton	35	26	29	3	93
Belmont	116	63	67	222	468
Brisbane	25	13	15	30	83
Burlingame	276	144	155	288	863
Colma	20	8	9	22	59
Daly City	400	188	221	541	1,350
East Palo Alto	64	54	83	266	467
Foster City	148	87	76	119	430
Half Moon Bay	52	31	36	121	240
Hillsborough	32	17	21	21	91
Menlo Park	233	129	143	150	655
Millbrae	193	101	112	257	663
Pacific	121	68	70	154	413
Portola Valley	21	15	15	13	64
Redwood City	706	429	502	1,152	2,789
San Bruno	358	161	205	431	1,155
San Carlos	195	107	111	183	596
San Mateo	859	469	530	1,242	3,100
South San Francisco	565	281	313	705	1,864
Woodside	23	13	15	11	62
Unincorporated	153	103	102	555	913
Total	4,595	2,507	2,830	6,486	16,418
Source: Association of Bay Area Governments. <i>Final Regional Housing Needs Allocation – Santa Clara County</i> . Adopted July 18, 2013.					

3.3.3 Physical Setting/Existing Conditions

The project site is located at 480 East 4th Avenue and 400 East 5th Avenue in the City of San Mateo. The 1.16-acre parcel (480 East 4th Avenue) and 1.25-acre parcel (400 East 5th Avenue) are located at the southwest corners of the East 4th Avenue / East 5th Avenue – South Claremont Street intersections in the Downtown area of San Mateo. The project site is developed with two surface parking lots, jointly containing a total of 234 parking spaces, and the Worker Resource Center, located at the southern end of the 400 East 5th Avenue parcel. The project site is bordered by mixed-use office and residential on the north and east sides and office uses on the south. Single-family residential neighborhoods are located beyond the adjacent commercial uses to the east. The Caltrain right-of-way is located immediately south and west of the site and across the railroad is the southern border of the City's downtown core. The Caltrain Downtown Station is located approximately ¼-mile northwest of the site.

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 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, mixed-use residential, or employment center project⁴, and
- The project is located on an infill site within a transit priority area.⁵

SB 743 also states that aesthetic impacts do not include impacts on historical or cultural resources. Further, it clarifies that local governments retain their ability to regulate a project's transportation, aesthetics, and parking impacts outside of the CEQA process. The residential portion of the proposed project is located on an infill site within a designated Transit Priority Area per Metropolitan Transportation Commission (MTC) GIS maps⁶; therefore, SB 743 would apply to this component of the project. The discussion of aesthetic impacts in the following section, as it pertains to the residential component, is for informational purposes only, and does not make a determination of significance under CEQA. The parking garage is not a residential, mixed-use residential, or employment center development; therefore SB 743 would not be applicable to this component of the project.

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

⁴ An "employment center" is defined as a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

⁵ 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 adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations."

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. "Changes to CEQA for Transit Oriented Development – FAQ." October 14, 2014. Accessed April 26, 2019.

<http://www.opr.ca.gov/ceqa/updates/sb-743/transit-oriented.html>.

⁶ Metropolitan Transportation Commission. "Transit Priority Areas".

http://opendata.mtc.ca.gov/datasets/d97b4f72543a40b2b85d59ac085e01a0_0?geometry=-122.252%2C37.491%2C-122.207%2C37.502. Accessed October 11, 2019.

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 California State Route 1 (SR-1) segment between south of Half Moon Bay to the Santa Cruz County line (approximately nine miles west from the project site), Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County line (approximately 2.9 miles west from the project site), and California State Route 35 (SR-35) segment between State Route 92 (SR-92) intersection to Santa Cruz County Line (approximately four miles west from the project site). There are no state-designated scenic highways in the City of San Mateo.⁷

Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Alameda de las Pulgas, Crystal Springs Road, Polhemus Road, and State Route 92 are County-designated scenic roads.⁸

City of San Mateo General Plan

The City of San Mateo General Plan does not designate any scenic roadways in the City as locally scenic. The City of San Mateo 2030 General Plan contains goals and policies related to Urban Design and City Image that are applicable to the proposed project. It describes *corridors* as the way residents and visitors most commonly see the City and suggests that a well-designed corridor should lead to a destination, provide a sense of orientation, be attractive and project a positive image of the City. The relevant policies are listed below.

Policies	Description
UD 1.8	<i>Railroad corridor.</i> Improve the railroad corridor to create a positive City image as identified in the San Mateo Rail Corridor Transit-Oriented Development Plan. Develop design guidelines that address views, landscaping, screening, and treatment of buildings along the corridor and community identity of train stations.
UD 2.2	<i>Building Scale.</i> Ensure that new multi-family developments respect the existing scale of the neighboring buildings by providing a change in the building face at spacings common to existing buildings and by stepping down building height towards the street to more closely match the height of existing buildings.
UD 2.3	<i>Style and Materials.</i> Encourage the design of new multi-family developments in areas with a dominant building style or dominant type of exterior building materials to complement the style and incorporate the common materials of the area.
UD 2.7	<i>Respect Existing Scale.</i> Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.
UD 2.9	<i>Pedestrian Oriented Design.</i> On retail commercial projects, designate pedestrian activity as a priority through the design and provision of adequate sidewalk widths, locating windows along ground floor street facades, trees and awnings, and human scale construction materials and features.
UD 2.16	<i>Design and Placement of Solar Access and Panels.</i> Encourage applicants to incorporate solar energy systems into their projects. Building owners can minimize non-renewable heating and cooling

⁷ California Department of Transportation. Scenic Highways. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 18, 2020.

⁸ San Mateo County. *General Plan*. November 1986.

Policies	Description
	<p>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:</p> <ol style="list-style-type: none"> 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.
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 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.

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, projects involving historic buildings within the Downtown Specific Plan area, and duplexes. Single-family dwellings and accessory buildings that conform to specified Zoning Code standards and minor façade modifications are exempt from the SPAR requirement. SPAR 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.

4.1.1.2 *Existing Conditions*

The 2.41-acre project site consists of two parcels in the Downtown area of San Mateo. The 480 East 4th Avenue parcel is 1.16 acres and is bounded by East 4th Avenue to the north, South Claremont Street to the east, East 5th Avenue to the south, and South Railroad Avenue to the west. The 400 East 5th Avenue parcel is 1.25 acres and is bounded by East 5th Avenue to the north, a PG&E substation and South Claremont Street to the east, office uses to the south, and the railroad right-of-way to the west.

Development on the project site consists of surface parking lots providing a total of 234 spaces and two buildings, which house the Worker Resource Center (on the southern end of the 400 East 5th Avenue parcel). Both parcels also include landscaping, located on their perimeters and in parking lot planters. A total of 69 trees are present on the site, including six Heritage Trees.

The project site is located in a highly urbanized area. Surrounding development consists of commercial uses to the north, east, and west, and office uses to the south. A four-story office/residential building is under construction on the property adjacent to the 480 East 4th Avenue parcel to the north.

The project site is not located in a designated scenic view corridor and is not near any scenic vistas.⁹ The San Francisco Bay is not visible from the site. As discussed above, the City does not contain any officially state-designated scenic highways, or City-designated scenic roadways. Views of the site are limited to immediate surrounding parcels and roadways. The site is not located near a state scenic highway or County-designated scenic highway.¹⁰ The existing condition of the project site is shown in photo exhibits on the following pages.

⁹ City of San Mateo. *2030 General Plan*. 2011.

¹⁰ California Department of Transportation. Scenic Highways. Available at: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed March 18, 2020.



Photo 1 View of the 480 East 4th Avenue parcel from its southeastern corner.



Photo 2 View of the 480 East 4th Avenue parcel from its northeastern corner.

PHOTOS 1 & 2



Photo 3 View of the 480 East 4th Avenue parcel from its northwestern corner.



Photo 4 View of the 400 East Fifth Avenue parcel from its northwestern corner.

PHOTOS 3 & 4



Photo 5 View of the 400 East Fifth Avenue parcel from its northeastern corner.



Photo 6 View of the PG&E substation adjacent to the east of the 400 East Fifth Avenue parcel.

PHOTOS 5 & 6

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? ¹¹ If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. (No Impact)

The project site is not located within or near any scenic view corridors or scenic vistas and therefore, the project would not have a substantial adverse effect on a scenic vista. **(No Impact)**

Impact AES-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. (Less than Significant Impact)

The site is in a developed urban area that does not contain any rock outcroppings or historic buildings. The site is not located within, or visible from, a state scenic highway. As mentioned, the site contains a total of 69 trees, including six Heritage Trees, and two buildings. The project would remove the existing structures and 54 trees (including four Heritage Trees) but would install new street trees, sidewalks and make other street improvements that would enhance the aesthetic and pedestrian environment of the site and surrounding area. The project would also retain two Heritage Trees on-site and adhere to standard Conditions of Approval to ensure the survivability of these trees (refer to Impact BIO-5). For these reasons, the project would have a less than significant impact on scenic resources. **(Less than Significant Impact)**

¹¹ Public views are those that are experienced from publicly accessible vantage points.

Impact AES-3: The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The project would not conflict with applicable zoning and other regulations governing scenic quality. (Less than Significant Impact)

The proposed project includes the development of a 225-unit residential building (480 East 4th Avenue) and a five-story parking garage (400 East 5th Avenue). The residential building would be seven stories tall and reach a maximum height of approximately 75 feet. The parking garage would provide access to the residential building via a restricted-access pedestrian bridge. The proposed project would be a substantial departure from the existing appearance of the site, which consists of surface parking lots, two single-story structures, and landscaping.

While the mass, scale, and building height of the proposed building and parking garage would be greater than the existing development on site, the project would not be out of scale with existing development in the Downtown area, nor conflict with an established architectural pattern or unified neighborhood character, as the area is a mix of design styles and uses. The buildings would be similar in terms of mass and scale as the adjacent office/residential building currently under construction to the north of the site (four-stories or approximately 53 feet) and to the multi-story buildings located to the west of the site across the railroad tracks and further into the Downtown core. The maximum height of the new buildings (75 feet) would exceed the City's Zoning Ordinance height restrictions for the *CBD/S* zoning district; however, AB 1763 allows 100 percent affordable developments located within a half mile of a major transit stop a height increase of up to three stories or 33 feet. As a result, the project would be allowed to develop up to a height of 88 feet.

The residential building would be designed in a contemporary architectural style, incorporating a mix of exterior building materials and coloration which would function to reduce the appearance of the building mass. The parking structure would be designed to complement the residential building and would also provide space for public art installations on the South Railroad Avenue frontage and include perimeter landscaping; these facets of the project would improve the appearance of the site. Additionally, the final building designs would be subject to the City's Site Plan and Architectural Review (SPAR) process. Through the SPAR process, design modifications can be made to the project in order to preserve the visual character and quality of the surrounding area and reduce aesthetic impacts. While the proposed project would change the visual character of the site and the surrounding area, the building design and exterior materials would be selected in a manner that ensures congruency with adjacent buildings and neighborhoods. Therefore, implementation of the proposed project would not result in significant impacts to visual character and quality, nor conflict with zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

Impact AES-4: The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Less than Significant Impact)

The project will be subject to the SPAR process prior to submittal of construction drawings for a building permit. This review would ensure that the proposed design and construction materials are consistent with community standards for multi-family development, and would not adversely affect the visual quality of the area, or create a substantial new source of light and glare.

The residential building will maintain low level lighting appropriate for residential occupancy. Lighting at the residential building entrances will include wall sconces. The courtyard area will have low level landscape lighting. The parking garage will have mounted down-lighting. The interior garage lighting will be sufficient so that it meets the safety and security needs of the public occupants but will be limited to the interior of the garage to prevent glare from extending outside the structure. New lighting sources would be installed on the site in conformance with City's design guidelines. At the time of final design review, a lighting plan will be reviewed by the City, to ensure that lighting is directed downward and will not spill over onto adjacent properties or otherwise be highly visible.

(Less than Significant Impact)

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 called 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.¹²

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.¹³

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.¹⁴ 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.¹⁵

4.2.1.2 *Existing Conditions*

The proposed project site is a developed site located in the Downtown area of the City of San Mateo. Both parcels are zoned *CBD/S (Central Business District - Support)* and have land use designations of *Downtown Retail Core Support* in the City's General Plan. The *San Mateo County Important Farmlands 2018 Map* designates the project site as "Urban and Built-Up Land", defined as land with

¹² California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed October 1, 2019. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>.

¹³ California Department of Conservation. "Williamson Act." <http://www.conservation.ca.gov/dlrp/lca>. Accessed October 1, 2019.

¹⁴ 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)).

¹⁵ California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed October 1, 2019. <http://frap.fire.ca.gov/>.

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.¹⁶ 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.¹⁷

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁶ California Natural Resources Agency. *San Mateo County Important Farmland 2018*. September 2019. Accessed October 1, 2019. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanMateo.aspx>

¹⁷ 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)

The proposed project would redevelop two parcels that are designated as “Urban and Built-Up Land” on maps prepared by the California Resources Agency for San Mateo County. Therefore, no farmland would be converted to non-agricultural use as a result of project implementation. **(No Impact)**

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

The project site is zoned *CBD/S (Central Business District - Support)*. 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. **(No Impact)**

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 is 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. **(No Impact)**

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 and does not contain any forest lands. Therefore, no forest land would be lost as a result of the project. **(No Impact)**

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)

The project site is located in an urbanized area of the City. The project would not result in impacts to agricultural lands or forest lands in the surrounding region. **(No Impact)**

4.4 AIR QUALITY

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared by *Illingworth & Rodkin, Inc.* in January 2019. A copy of the report is attached as Appendix A Air Quality and Greenhouse Gas Assessment to this Initial Study/EA.

4.4.1 Environmental Setting

4.4.1.1 *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 (O₃), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.¹⁸ 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
O ₃	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• 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	<ul style="list-style-type: none">• Cancer• Chronic eye, lung, or skin irritation• Neurological and reproductive disorders

High O₃ 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 O₃ levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

¹⁸ 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 O₃ levels. The highest O₃ 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 (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ 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).¹⁹ 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.

4.4.1.2 *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, O₃, CO, SO_x, NO_x, and lead.

¹⁹ California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed June 16, 2018. <https://www.arb.ca.gov/research/diesel/diesel-health.htm>.

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 addition 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.²⁰

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.

²⁰ 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 General Plan

Various policies and actions of the City of San Mateo General Plan have been adopted for the purpose of avoiding or mitigating air quality impacts resulting from planned development within the City, including the following, which are applicable to the subject project:

Policies	Description
LU 8.9	<p>The City shall mitigate air quality impacts generated during construction activities by the following measures:</p> <ul style="list-style-type: none">• 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	<p>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.</p> <p>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.</p>

4.4.1.3 *Existing Conditions*

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain, and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area relatively high atmospheric potential for pollution.

Sensitive Receptors

BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, childcare centers, retirement homes, convalescent homes,

hospitals and medical clinics. Nearby sensitive receptors to the project site include residences located opposite S. Claremont Street to the northeast and the fourth-floor multi-family apartments opposite E. 4th Avenue to the northwest of the northern residential site. There are additional residences at farther distances from the project site. There is also a preschool (Safari Kids) to the northeast of the northern residential site with children ages 3 years and older.

In the Land Use Element of its 2030 General Plan (General Plan Policy LU 8.11), the City of San Mateo requires a site-specific air quality analysis to evaluate health risks to residents when new residential receptors are proposed near existing sources of toxic air contaminants (TACs). The site-specific analysis required by the City includes a Health Risk Assessment and establishes buffer distances, filters, and other solutions to reduce potential exposures to acceptable levels outlined by the BAAQMD. The proposed project would establish new residences in the vicinity of existing sources of TACs. According to the Air Quality and Greenhouse Gas Assessment prepared for the project by *Illingworth & Rodkin*, existing nearby stationary sources of TACs within 1,000 feet of the site include coating operations, a diesel-powered generator, and wood working equipment. Nearby mobile sources of TACs include South Delaware Street and the Caltrain rail corridor.

4.4.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determinations.

4.4.2.1 *Thresholds of Significance*

Impacts from the Project

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
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 µg/m ³	0.8 µg/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)

Determining consistency with the 2017 CAP involves assessing whether applicable control measures contained in the 2017 CAP are implemented. Implementation of control measures improve air quality and protect public health. The control measures describe specific actions to reduce emissions of air and climate pollutants from the full range of emission sources and is based on the following four key priorities:

- Reduce emissions of criteria air pollutants and TACs from all key sources.
- Reduce emissions of “super-GHGs” such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
- Decarbonize our energy system.

The summary table below details the features of the proposed project that ensure its consistency with the 2017 Clean Air Plan. As indicated in Table 4.3-1 below, the proposed project is a high-density, infill development in close proximity to the San Mateo Caltrain Station. The project will meet California Green Building Standards Code (CALGreen) requirements and incorporate energy efficient fixtures into the project design.

Table 4.3-3: Bay Area 2017 Clean Air Plan Applicable Control Measures		
Control Measures	Description	Project Consistency
<i>Transportation Control Measures</i>		
Trip Reduction Programs	Encourage trip reduction policies and programs in local plans, e.g., general and specific plans. Encourage local governments to require mitigation of vehicle travel as part of new development approval, to develop innovative ways to encourage rideshare, transit, cycling, and walking for work trips.	The project proposes a residential building and parking garage in an infill, urban location in proximity to bus routes 53, 59, 250, 292, and 295 and approximately 1,600 feet south of the San Mateo Downtown Transit Station. The parking garage component would be used as public parking for the downtown area. The project includes bicycle parking spaces to promote automobile-alternative modes of transportation. A Transportation Demand Management (TDM) Plan will be prepared for the project to achieve a 25% reduction in vehicular trips to the site. The project, therefore, is consistent with this measure.
Bicycle and Pedestrian Access and Facilities	Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.	The project would include a 288-space bike room south of the proposed lobby near 4th Avenue and 27 short-term bicycle parking spaces along the project frontage on 5th Avenue in accordance with City of San Mateo policy. The project area is well equipped with pedestrian facilities including sidewalks and crosswalks. The project proposes detached sidewalks along the streets fronting the residential component of the project site. Along 5th Avenue, 1.5-foot planting buffers would be provided. Detached sidewalks/planting areas provide barriers between pedestrians and roadway traffic and would improve pedestrian safety and comfort levels. The project, therefore, is consistent with this measure.
Land Use Strategies	Support implementation of Plan Bay Area, maintain and disseminate information on current climate action plans and other local best practices.	The project proposes a residential development that supports the goals of Plan Bay Area by establishing dense infill development in close proximity to local and regional transit. The parking garage would support the residential development and provide 298 new parking spaces for the downtown. The project, therefore, is consistent with this measure.

Table 4.3-3: Bay Area 2017 Clean Air Plan Applicable Control Measures		
Control Measures	Description	Project Consistency
<i>Building Control Measures</i>		
Green Building	Identify barriers to effective local implementation of the CalGreen (Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Engage with additional partners to target reducing emissions from specific types of buildings.	The project would comply with California Green Building Standards Code (CALGreen). The project, therefore, is consistent with this measure.
Decarbonize Buildings	Update Air District guidance documents to recommend that commercial and multi-family developments install ground source heat pumps and solar hot water heaters.	The project would include photovoltaic (PV) cells for electricity and solar thermal heating, in compliance with San Mateo Municipal Code. The project, therefore, is consistent with this measure.
Urban Heat Island Mitigation	Develop and urge adoption of a model ordinance for “cool parking” that promotes the use of cool surface treatments for new parking facilities. Develop and promote adoption of model building code requirements for new construction or re-roofing/roofing upgrades for commercial and residential multi-family housing.	The project would include a five-story parking garage. In addition, the project would plant new landscaping and street trees. These features would reduce the project’s heat island effect. The project, therefore, is consistent with this measure.
<i>Waste Management Control Measures</i>		
Recycling and Waste Reduction	Develop or identify and promote model ordinances on community-wide zero waste goals and recycling of construction and demolition materials in commercial and public construction projects.	The project shall provide recycling services to project residents as mandated by Assembly Bill 341. The project, therefore, is consistent with this measure.
<i>Water Control Measures</i>		
Support Water Conservation	Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing buildings; incorporate into local planning guidance.	The project would comply with CalGreen and reduce potable indoor water consumption and outdoor water use by including water efficient fixtures and planting drought tolerant non-invasive landscaping. The project, therefore, would be consistent with this measure.

As shown in Table 4.3-2 above, the proposed project would not conflict with implementation of the 2017 Clean Air Plan. The nature of the project as a residential development in close proximity to transit determines consistency with transportation control measures of the 2017 Clean Air Plan. Furthermore, the design and operation of the proposed development would satisfy building, waste management, and water control measures. Therefore, the project would result in a less than significant impact related to Clean Air Plan consistency. **(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)

Operational Criteria Pollutants

Operational air emissions from the project would be generated primarily from vehicles driven by future residents of the residential building and users of the parking garage. The proposed 696 parking spaces in the parking garage would serve three purposes:

1. 164 spaces would be reserved and gated for the new residential development on site,
2. 234 spaces would replace the existing public parking spaces on site and street spaces that would be lost around the site, and
3. the remaining 298 parking spaces would be used as additional public parking for the downtown area.

The operational modeling accounted for the 225 residential units. The mobile emissions from the residential parking (164 spaces) is captured in the modeling of the residential land use and the existing 234 surface parking spaces replaced by the new garage are baseline credit. As noted above, the remaining new 298 parking spaces would serve as public parking for the downtown area. These new 298 parking spaces have been funded by in-lieu fees collected through the City's Central Parking and Improvement District (CPID). Since 2015, the City has collected in-lieu fees from several developments within the CPID (refer to Table 4.3-4). The City has collected fees for a total of 383 in-lieu parking spaces. As part of the environmental review conducted for these projects, 232 of the 383 spaces were captured in the operational period emissions for the respective projects listed in Table 4.3-4 below. In addition to the parking spaces funded by the City's CPID, an additional 24 parking spaces in the proposed garage are needed due to lost parking in the CPID as a result of the projects listed in Table 4.3-4. Therefore, the operational period modeling for the proposed project assumed that 256 spaces had already been accounted for as part of the environmental review for the projects listed Table 4.3-4. As a result, the operational period modeling for the proposed project would only account for the remaining 42 parking spaces.

Table 4.3-4: In-Lieu Parking Agreements (since 2015)			
Project	Environmental Analysis	In-Lieu Spaces Funded	On-Street Parking Spaces Lost
221 S. El Camino Real	Categorical Exemption	92 ¹	0
2 E. 3rd Avenue	Categorical Exemption	59 ¹	0
405 E. 4th Avenue	Environmental Impact Report	70	0
303 Baldwin Avenue	Initial Study/MND	N/A	3
406 E. 3rd Avenue	Initial Study/MND	104	
180 E. 3rd Avenue	Categorical Exemption (included air quality/GHG analysis)	58	
Proposed Project	Initial Study/MND	N/A	21
Total Spaces		383	24
Notes: ¹ Environmental analysis did not account for operational period emissions.			

Of the remaining 301 parking spaces, 256 consist of spaces that have been paid for through the City's in-lieu program and Central Parking and Improvement District. Therefore, the operational period modeling would only account for the remaining 45 parking spaces. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are also typical emissions from residential type uses. CalEEMod was used to estimate emissions from operation of the proposed project assuming full build-out. As shown in Table 4.3-5, operational emissions would not exceed the BAAQMD significance thresholds.

Table 4.3-5: Operational Period Emissions				
Scenario	ROG	NOx	PM₁₀	PM_{2.5}
2024 Project Operational Emissions (tons/year)	1.3 tons	0.7 tons	0.9 tons	0.3 tons
2024 Existing Site Operational Emissions (tons/year)	<0.1 tons	<0.1 tons	<0.1 tons	<0.1 tons
Net Annual Emissions (tons/year)	1.3 tons	0.7 tons	0.9 tons	0.3 tons
<i>BAAQMD Thresholds (tons /year)</i>	<i>10 tons</i>	<i>10 tons</i>	<i>15 tons</i>	<i>10 tons</i>
<i>Exceed Thresholds?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
2043 Project Operational Emissions (pounds/day) ¹	7.2 lbs.	3.9 lbs.	4.8 lbs.	1.4 lbs.
<i>BAAQMD Thresholds (pounds/day)</i>	<i>54 lbs.</i>	<i>54 lbs.</i>	<i>82 lbs.</i>	<i>54 lbs.</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>	<i>No</i>
Notes: ¹ Assumes 365-day operation.				

Carbon Monoxide

According to the BAAQMD's screening criteria for localized CO, impacts are considered less than significant if:

- 1) The project is consistent with an applicable congestion management program established by the county's congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- 2) The project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- 3) The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

A traffic impact analysis was prepared by *Hexagon Transportation Consultants, Inc.* that analyzed eight intersections that would be affected by the proposed project (see Section 4.17, Transportation). The results of the analysis show that the highest peak-hour traffic volumes resulting from the project would be 233 trips. The net increase in vehicle trips resulting from the proposed project would not exceed 44,000 vehicles per hour at any intersection or 24,000 vehicles per hour where vertical and/or horizontal mixing of pollutants and atmosphere is substantially limited. For these reasons, the proposed project would result in a less than significant CO impact. **(Less than Significant Impact)**

Construction Criteria Pollutants

Construction emissions were modeled based on an equipment list and schedule information provided by the applicant. Refer to Appendix A of this Initial Study/EA for more detail about the modeling, data inputs, and assumptions. Construction activities, particularly during site preparation and grading for both the residential building and 696-space parking garage would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. The CalEEMod construction schedule assumed that the project would be built out over a period of approximately 21 months, beginning in November 2021. Based on the estimated construction schedule and provided equipment usage assumptions, there were an estimated 457 construction workdays. Average daily emissions were computed for each building by dividing the total construction emissions by the number of construction days. The modeled construction emissions account for soil excavation activities, including the proposed remediation activities described in Section 3.1.5 of this Initial Study/EA.

Table 4.3-6 shows average daily construction emissions of ROG, NOX, PM₁₀ exhaust, and PM_{2.5} exhaust during construction of the project. The calculated construction period emissions would not exceed the BAAQMD significance thresholds and have a less than significant impact. **(Less than Significant Impact)**

Table 4.3-6: Construction Period Emissions				
Scenario	ROG	NOx	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Total construction emissions (tons/year)	2.0 tons	3.2 tons	<0.1 tons	<0.1 tons
NEPA De Minimis Thresholds (tons/year)	100 tons	100 tons	100 tons	100 tons
Exceed Threshold?	No	No	No	No
Average daily emissions (pounds/day) ¹	8.5 lbs.	14.0 lbs.	0.3 lbs.	0.3 lbs.
BAAQMD Thresholds (pounds/day)	54 lbs.	54 lbs.	82 lbs.	54 lbs.
Exceed Threshold?	No	No	No	No
Notes: ¹ Assumes 457 workdays.				

Construction Dust

Construction activities, particularly during site preparation and grading would temporarily generate fugitive dust in the form of PM₁₀ 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.

Standard Measures: The following standard measures reflect BAAQMD best management practices and would be implemented by the project to reduce potential impacts from fugitive dust.

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 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.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- 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.

Implementation of the standard conditions above would reduce fugitive dust particulate, bringing the project impacts to a less than significant level. **(Less than Significant Impact)**

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

Health Risk Assessment

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. While the exhaust air pollutant emissions are not expected to contribute substantially to a decline in local or regional air quality conditions, construction exhaust emissions may still pose health risks for nearby sensitive receptors, including residences located opposite S. Claremont Street to the northeast and the fourth-floor multi-family apartments opposite E. 4th Avenue to the northwest of the northern residential site. The primary health risk issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Demolition, grading, excavation and construction activities would temporarily increase the amount of TACs emitted in the vicinity of the project site. The proposed project was evaluated for its potential to increase TACs above BAAQMD thresholds for health risk impacts during on-site construction activities.

The construction TAC analysis performed by *Illingworth & Rodkin* modeled PM_{2.5} concentrations associated with project construction using the AERMOD dispersion model. The maximum-modeled annual DPM and PM_{2.5} concentrations, which includes both the DPM and fugitive PM_{2.5}

concentrations, were identified at nearby sensitive receptors to find the maximally exposed individuals (MEIs). Non-cancer health hazards and maximum PM_{2.5} concentrations were also calculated and identified.

Results of this assessment indicated that the construction MEI was located on the first floor (1.5 meters) of the single-family residence to the northeast of the residential project site opposite S. Claremont Street. The maximum increased cancer risks, maximum PM_{2.5} concentration, and Hazard Index (HI)²¹ from construction does not exceed their respective BAAQMD single-source thresholds of greater than 10.0 per million for cancer risk, greater than 0.3 µg/m³ for PM_{2.5} concentration, and greater than 1.0 for HI. Table 4.3-7 summarizes the maximum cancer risks, PM_{2.5} concentrations, and HI for project related construction activities affecting the MEI.

Table 4.3-7: Construction Risk Impacts at the Construction MEI			
Source	Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Project Construction Unmitigated	6.1 (infant)	0.05	<0.01
<i>BAAQMD Single-Source Threshold</i>	<i>>10.0</i>	<i>>0.3</i>	<i>>1.0</i>
<i>Significant?</i> Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>

Additionally, modeling was conducted to predict the cancer risks, non-cancer health hazards, and maximum PM_{2.5} associated with a nearby preschool. Safari Kids is a preschool program that is approximately 200 feet northeast of the project site. It offers programs for children 3-years and older. The maximum increased cancer risks were adjusted using child exposure parameters. Results of this assessment indicated that the maximum cancer risks (without any mitigation or construction emission controls) would be 1.4 per million for child exposure. The maximum-modeled annual PM_{2.5} concentration, which is based on combined exhausted and fugitive dust emissions, would be 0.03 µg/m³ and the HI based on the DPM concentration would be less than 0.01. These risk values do not exceed the BAAQMD single-source significance threshold for annual cancer risk, PM_{2.5} concentration, or HI.

Community health risk assessments typically look at all substantial sources of TACs located within 1,000 feet of the project site and at new TAC sources that would be introduced by the project. These sources include highways, rail lines, busy surface streets, and stationary sources identified by BAAQMD. A review of the project area indicates that traffic on South Delaware Street, 3rd Avenue and 4th Avenue have an average daily traffic (ADT) of over 10,000 vehicles. All other roadways within the area are assumed to have an ADT that is less than 10,000 vehicles. The southwestern project site boundaries are adjacent to the Caltrain rail lines. Eleven stationary sources were identified within the 1,000-foot influence area using BAAQMD's stationary source stationary source

²¹ The Hazard Index is the ratio of the computed receptor exposure level to the level known to cause acute or chronic adverse health impacts, as identified by the BAAQMD.

website map and Google Earth map. This project would not introduce any new TAC sources, such as substantial truck traffic or generators powered by diesel engines. The proposed residential building would be required to have a back-up generator. As shown in Table 4.3-8, the project construction activity would not exceed the single-source BAAQMD community risk thresholds. In addition, the combined annual cancer risk, PM_{2.5} concentration, and hazard risk values would also not exceed their respective cumulative thresholds. **(Less than Significant Impact)**

Table 4.3-8: Impacts from Combined Sources at Off-Site Construction MEI			
Source	Cancer Risk (per million)	Annual PM_{2.5} (µg/m³)	Hazard Index
Single-Source Risk			
Project Construction Unmitigated	6.1 (infant)	0.05	<0.01
<i>BAAQMD Single-Source Threshold</i>	<i>>10.0</i>	<i>>0.3</i>	<i>>1.0</i>
<i>Exceed Threshold?</i> Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>
Cumulative-Source Risks			
Caltrain Line at 350 feet	2.3	0.01	<0.01
S. Delaware St (north-south) at 175 feet west, ADT 11,165	1.1	0.04	<0.03
Plant #9328 (Coating Operation) at 965 feet	--	--	<0.01
Plant #112267 (GDF) at 605 feet	<0.1	--	<0.01
Plant #108927 (GDF) at 405 feet	<0.1	--	<0.01
Plant #112491 (GDF) at 530 feet	<0.1	--	<0.01
Plant #110792 (GDF) at 340 feet	0.1	--	<0.01
Plant #112208 (GDF) at 70 feet	0.7	--	<0.01
Plant #9555 (Wood Working Equipment) at 355 feet	--	0.16	--
Plant #20478 (Generator) at 755 feet	0.5	<0.01	<0.01
Plant #8341 (Coating Operation) at 1,000 feet	--	--	<0.01
Plant #15342 (Coating Operation) at 665 feet	--	--	<0.01
Plant #200272 (Coating Operation) at 1,000 feet	--	--	<0.01
Cumulative Total Unmitigated	<11.1 (infant)	<0.27	<0.15
<i>BAAQMD Cumulative Source Threshold</i>	<i>>100</i>	<i>>0.8</i>	<i>>10.0</i>
<i>Exceed Threshold?</i> Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>

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)

The proposed project would not generate a substantial odor that would cause complaints from surrounding uses. The site is not exposed to any substantial odor sources. 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. The proposed project would, therefore, result in less than significant odor impacts. **(Less than Significant Impact)**

4.4.3 Non-CEQA Effects

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. Although it is not mandated by CEQA, additional analyses may be undertaken to disclose the impacts the existing environment may pose to future receptors at the site of a project, and jurisdictions may require this as a policy. The City of San Mateo's General Plan Policy LU 8.11 requires such additional analysis to determine if a project will expose future residents to harmful levels of TACs. The City of San Mateo relies on the BAAQMD threshold established for cumulative sources when determining a site's acceptable exposure to TACs.

The residential component of the project itself would be considered a sensitive receptor. There is a potential that future residents could be exposed to TAC emissions. Per BAAQMD guidance, all TAC sources within 1,000 feet of a proposed sensitive receptor need to be identified and analyzed. If emissions of TAC concentrations at a new sensitive receptor generated from all TAC sources in a 1,000-foot radius result in the exceedance of an excess cancer risk level of more than 100 in one million, or a non-cancer HI greater than 10, the project would result in a significant impact. The BAAQMD CEQA Guidelines also consider exposure from all TAC sources in a 1,000 foot radius to annual PM_{2.5} concentrations that exceed 0.8 µg/m³ to be significant.

A health risk assessment was completed to assess the impact that existing TAC sources would have on the new proposed sensitive receptors that the project would introduce. These TAC sources include South Delaware Street, Caltrain rail lines, and 11 stationary sources.

The maximum increased lifetime cancer risk and annual PM_{2.5} concentrations for new residents at the project site are shown in Table 4.3-9.

As shown in Table 4.3-9, the maximum cancer risks, PM_{2.5} concentration, and non-cancer health impacts (hazard index) do not exceed their respective BAAQMD significance thresholds. Therefore, the proposed project would be in compliance with General Plan Policy LU 8.11 by not exposing future receptors at the project site to harmful levels of TACs.

Table 4.3-9: Maximum Health Risk			
Source	Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Caltrain Line at 40 feet	5.6	0.02	<0.01
S. Delaware St (north-south) at 300 feet west, ADT 11,165	0.6	0.02	<0.03
Plant #9328 (Coating Operation) at 885 feet	--	--	<0.01
Plant #112267 (GDF) at 600 feet	<0.1	--	<0.01
Plant #108927 (GDF) at 360 feet	0.1	--	<0.01
Plant #112491 (GDF) at 660 feet	<0.1	--	<0.01
Plant #110792 (GDF) at 425 feet	<0.1	--	<0.01
Plant #112208 (GDF) at 190 feet	0.1	--	<0.01
Plant #9555 (Wood Working Equipment) at 230 feet	--	0.21	--
Plant #20478 (Generator) at 425 feet	1.1	<0.01	<0.01
Plant #8341 (Coating Operation) at 1,000 feet	--	--	<0.01
Plant #15342 (Coating Operation) at 560 feet	--	--	<0.01
Plant #200272 (Coating Operation) at 935 feet	--	--	<0.01
<i>BAAQMD Single-Source Threshold</i>	<i>>10.0</i>	<i>>0.3</i>	<i>>1.0</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>
Cumulative Total	<7.8	<0.26	<0.14
<i>BAAQMD Cumulative Source Threshold</i>	<i>>100</i>	<i>>0.8</i>	<i>>10.0</i>
<i>Exceed Threshold?</i>	<i>No</i>	<i>No</i>	<i>No</i>

4.5 BIOLOGICAL RESOURCES

The following discussion is based, in part, on a Tree Survey Summary Report prepared by *SBCA Tree Consulting*. The report, dated February 25, 2019, is included in this Initial Study as Appendix B.

4.5.1 Environmental Setting

4.5.1.1 *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.²² 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

²² United States Department of the Interior. “Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take.” Accessed October 10, 2019. <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.

Regional and Local

City of San Mateo General Plan

Various policies and actions of the City of San Mateo General Plan have been adopted for the purpose of avoiding or mitigating biological resource impacts resulting from planned development within the City, including the following, which are applicable to the subject project:

Policies	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 42 nd Avenue; encourage neighborhood participation in tree planting programs; explore non-City funded tree planting programs.

City of San Mateo Heritage Tree Ordinance

The City of San Mateo tree regulations protect all trees designated as “Heritage” trees (Municipal Code Chapter 13.52). Under this ordinance, a Heritage tree is defined as any one of the following:

- Any bay, buckeye, oak, cedar or redwood (sequoia) tree that has a diameter of 10 inches or more measured at 48 inches above natural grade;
- Any tree or stand of trees designated by resolution of the City Council to be of special historical value or of significant community benefit;
- A stand of trees, the nature of which makes each dependent on the others for survival;
- Any other tree with a trunk diameter of 16 inches or more, measured at forty-eight (48) inches above natural grade.

City of San Mateo Site Development Code

The City’s Site Development Code (Chapter 23.40 of the Municipal 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 23.40.030; and/or
- Removal of major vegetation (trees over six inches in diameter) is proposed.

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 provision 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.

4.5.1.2 *Existing Conditions*

Habitat

The project site is located in a developed urban habitat. Urban habitats include street trees, landscaping, and lawns, and provide food and shelter for wildlife able to adapt to the modified environment. Since the original native vegetation of the area is generally not present, native species of wildlife have been supplanted by species that are more adapted to an urbanized area.

Most of the vegetation in the vicinity of the site consists of landscape trees, shrubs, manicured lawns and non-native herbaceous species. Birds and mammals that could occur in the project area typically include introduced species adapted to human habitation, including the starling, rock dove, house sparrow, house mouse, and Norway rat. Native species (not endangered or listed on the special-status species list) that could occur in the area include the western toad, western fence lizard, Brewer's blackbird, house finch, western scrub jay, yellow-billed magpie, and American crow.²³

The project site is almost entirely paved with asphalt/concrete and contains two buildings. Vegetation on the site consists of shrubs and trees planted along the perimeter and in parking lot planters. There are no undisturbed areas or sensitive habitats on the site, and the site does not contain any streams, waterways, or wetlands.

²³ City of San Mateo. *General Plan EIR*. Page 4.9-9. July 2009.

Special Status Species

Special status plant and animal species are afforded special recognition and/or protection by federal, state, or local resource agencies or organizations. There are 21 special status plant and 21 special status animal species that have been identified in the California Natural Diversity Database (CNDDB) as occurring in or within one mile of the City.²⁴ The project site does not contain designated critical habitat for any listed plant or animal species in the area because of the degraded nature of habitat on the site, the lack of associated native species or potential habitat, and the absence of specific microhabitat variables such as soil type, elevation, or hydrology. Therefore, special status species are unlikely to occur on the site.

Trees

The tree survey of the project site identified a total of 69 trees located on the two parcels. Six of the trees meet the City's definition of Heritage Tree set forth in Municipal Code Section 13.52. The species and quantities of trees on the project site, and their suitability for retention, are summarized below in Table 4.4-1.

Table 4.4-1: Existing Trees				
Species		Tree Count	Heritage Tree Amount	Overall Retention Suitability
Scientific Name	Common Name			
<i>Albizia julibrissin</i>	Silk Tree	2	0	Good
<i>Celtis sinensis</i>	Chinese Hackberry	6	0	Fair to Poor
<i>Eucalyptus nicholii</i>	Narrow-Leaved Black Peppermint	5	4	Good
<i>Fraxinus oxycarpa</i> 'Raywood'	Raywood Ash	5	0	Poor
<i>Nerium oleander</i>	Oleander	2	0	Poor
<i>Pinus pinea</i>	Italian Stone Pine	1	0	Poor
<i>Pistacia chinensis</i>	Chinese Pistache	10	0	Good
<i>Platanus x hispanica</i>	London Plane	12	0	Good
<i>Prunus caroliniana</i>	Carolina Cherry Laurel	9	0	Poor
<i>Quercus agrifolia</i>	Coast Live Oak	2	2	Fair
<i>Rhus lancea</i>	African Sumac	13	0	Good
<i>Tristanopsis laurina</i>	Water Gum	1	0	Poor
<i>Ulmus parvifolia</i>	Chinese Elm	1	0	Poor
Grand Total		69	6	--

²⁴ City of San Mateo *General Plan EIR*. Page 4.9-13. July 2009.

4.5.2

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)**

The project site is located in a developed urban area and lacks suitable habitat for the special-status species that have been identified in (or near) San Mateo. There is no riparian habitat on or in the vicinity of the project site, and no federally protected wetlands. The project will therefore not result in impacts to special status species or sensitive habitats. **(Less Than Significant Impact)**

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)**

There is no riparian habitat on or in the vicinity of the project site. The project site is located in an urbanized area within downtown San Mateo. Therefore, the project would not significantly impact riparian habitat or any other sensitive natural community. **(No Impact)**

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)**

There are no state or federally protected wetlands on or adjacent to the project site.²⁵ Therefore, the project would not have a substantial adverse effect on wetlands. **(No Impact)**

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 with Mitigation Incorporated)**

Based on the highly urbanized and developed nature of the project site, natural communities or habitats for special status plant and wildlife species are not present on the site. Although the presence of protected birds is unlikely, urban-adopted raptors (birds of prey) or other protected birds could use the mature trees on the site for nesting and foraging habitat. Raptors and nesting birds are protected by the Federal Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Code.

The project would remove 54 of the existing trees on the project site. Raptor or other migratory bird nests present in these trees during construction activities could result in the loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact.

Mitigation Measures:

MM BIO-4.1: Construction activities (or at least the commencement of such activities) should be scheduled to avoid the nesting season to the extent practicable. If construction activities are scheduled to take place outside of the nesting season, all impacts on nesting birds protected under the MBTA and CDFW will be avoided. The nesting season for most birds in San Mateo County extends from February 1st through August 30th.

²⁵ U.S. Fish and Wildlife Service. *National Wetlands Inventory Surface Waters and Wetlands*. Accessed October 10, 2019. <https://www.fws.gov/wetlands/data/mapper.html>.

MM BIO-4.2: If it is not practicable to schedule construction activities between September 1 and January 31 then preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no active nests will be disturbed during project implementation. These surveys shall be conducted no more than 14 days prior to the initiation of construction. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests)

MM BIO-4.3: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that nests of species protected by the MBTA and CDFW shall not be disturbed during project implementation.

MM BIO-4.4: If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to February 1st).

The proposed project, with implementation of the above mitigation measures, would reduce impacts to nesting birds (if present) to a less than significant level. **(Less Than Significant With Mitigation Incorporated)**

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)**

The project site contains a total of 69 trees, including six Heritage Trees. Of the 69 trees, 45 are on the 480 East 4th Avenue site and the remaining 24 are located on the 400 East 5th Avenue site. The project proposes to remove 67 trees from the site (45 from the 480 East 4th Avenue site and 22 from the 400 East 5th Avenue site). Four Heritage Trees are designated for removal; therefore, the project would be required to obtain a tree removal permit in accordance with the Heritage Tree Ordinance. In addition, the City of San Mateo's Site Development Code sets forth requirements to be met when the removal of existing trees with diameters of six inches or larger is proposed. The proposed project would remove 54 trees with diameters greater than six inches.

Condition of Approval: The following condition of approval would be applied to the proposed project due to the removal of 54 existing trees with diameters of greater than six inches (including four Heritage Trees).

- The applicant shall obtain a tree removal permit from the Planning Division for removal of existing trees with a diameter of six inches or larger, prior to the issuance of a Site Development Permit or demolition building permit, whichever is issued first. The applicant

shall plant trees on the project site equivalent to the Landscape Unit (LU) value of trees to be removed or pay a fee in lieu of planting trees at the rate established in the annual Comprehensive Fee Schedule.

Adherence to the Condition of Approval described above would ensure that the project is in compliance with the City's Site Development Code as it pertains to tree removal.

The project would retain a total of two Heritage Trees. The City of San Mateo prescribes Conditions of Approval to protect Heritage Trees from construction impacts during site development.

Condition of Approval: The following condition of approval would be applied to the proposed project due to the retention of two Heritage Trees on-site.

- The applicant shall protect all Heritage Trees designated to remain from damage during construction. Tree protection shall comply with all provisions of the Heritage Tree Ordinance, approved Tree Protection Plan contained in the approved project arborist's report, and any requirements imposed by the City. The following tree protection measures shall be shown on building permit drawings:
 - All recommendations for tree protection contained in the approved Tree Protection Plan contained in the approved project arborist's report, and/or additional requirements imposed by the City.
 - Protective fencing shall be located at the drip line of existing major vegetation to remain. This protective fencing shall be constructed of solid wood, chain link, or other solid materials subject to approval of the Zoning Administrator.
 - Oil, gas, chemicals, or construction materials shall not be stored within the drip line of trees that are designated to be preserved.
 - Signs, wires, or other types of obstructions shall not be attached to trees.
 - Trenching under the drip line of trees is to be avoided. If trenching is necessary, trenches are to be hand dug and major roots retained.
- All tree protection measures shall be constructed prior to issuance of a grading permit, demolition permit, or building permit. The Project Arborist shall submit a letter and photos to the Project Planner verifying that all tree protection measures are properly implemented prior to the issuance of the first building permit.
- All approved and installed Heritage Tree protection measures shall be maintained throughout the period of construction. The Project Arborist shall complete inspections on an as-needed basis during the construction period and shall submit a monthly report of his/her findings in a letter sent by fax or email to the City Planner assigned to this project.

Implementation of the Conditions of Approval discussed above would ensure that the proposed project does not conflict with City of San Mateo policies regarding tree removal or tree preservation.
(Less than Significant Impact)

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. **(No Impact)**

4.6 CULTURAL RESOURCES

The following discussion is based, in part, on an Archaeological Literature Search prepared by Holman & Associates in December 2019, and a Section 106 of the National Historic Preservation Act (NHPA) Technical Report prepared by Architectural Resources Group (ARG) in November 2019. A copy of the Archaeological Literature Search is only available for public viewing by qualified professionals, as it contains sensitive materials not suitable for public disclosure. A copy of the Section 106 report is attached as Appendix C to this Initial Study/EA.

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal

National Historic Preservation Act

Federal protection is legislated by the NHPA of 1966 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.

The NRHP is the National Park Service's official list of historic places worthy of preservation, and is part of a national program to identify, evaluate, and protect historic and archaeological resources. National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context," and second the property must retain integrity of those features necessary to convey its significance.

The National Register identifies four possible context types or criteria, at least one of which must be applicable at the National, State, or local level. As listed under Section 8, "Statement of Significance," of the NRHP Registration Form, these are:

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important to prehistory or history.

Code of Federal Regulations Title 36, Part 800.5(a)

CFR Title 36, Part 800.5(a) describes procedures for evaluating a project's adverse effects on cultural resources for federal undertakings. An adverse effect is found when a federal undertaking may alter,

directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Examples of adverse effects are provided in CFR Title 36, Part 800.5(a)(2) and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property—including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access—that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use, or of physical features within the property's setting, that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a Native American tribe or native Hawaiian organization; and
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

State and Regional

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is a guide to cultural resources that must be considered when a government agency undertakes a discretionary action subject to CEQA. The CRHR aids government agencies in identifying, evaluating, and protecting California's historical resources, and indicates which properties are to be protected from substantial adverse impacts. The CRHR is administered through the State Office of Historic Preservation, which is part of the California State Parks system. A historic resource listed in, or formally determined to be eligible for listing in, the NRHP is, by definition, included in the CRHR.²⁶

Archaeological Resources and Human Remains

Archaeological sites are protected by a number of state policies and regulations under the California Public Resources Code, California Code of Regulations (Title 14 Section 1427), and California Health and Safety Code. California Public Resources Code Sections 5097.9-5097.991 require notification of discoveries of Native American remains and provides for the treatment and disposition of human remains and associated grave goods.

California Health and Safety Code (Section 7050.5 and 7052) require that the San Mateo County Coroner be notified if cultural remains are found on a site. If the Coroner determines the remains are

²⁶ Refer to Public Resources Code Section 5024.1(d)(1)

those of Native Americans, the Native American Heritage Commission and a “most likely descendant” must also be notified.

Local

City of San Mateo General Plan

Various policies and actions of the City of San Mateo General Plan have been adopted for the purpose of avoiding or mitigating cultural resource impacts resulting from planned development within the City, including the following, which are applicable to the subject project:

Policies	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: <ul style="list-style-type: none">• 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.

City Zoning Code Requirements

Chapter 27.66 Historic Preservation of the City’s Zoning Code (Municipal 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 or contributor building in the Downtown. Any modifications are evaluated for conformance with the Secretary of Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.

4.6.1.2 *Existing Conditions*

Prehistoric Resources

The California Indians who occupied the 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 as a whole is known to have existed in prehistoric times.

Bay Area descendants of these people prefer the name Ohlone. The Ramaytush subdivision of the Costanoan included much of present day San Mateo and San Francisco counties. Based on Spanish mission records and archaeological data, researchers have estimated a population of 1,400 for the Ramaytush group in 1770. The Ssalson tribelet (San Mateo Area) included seven villages located primarily along San Mateo Creek. The project site is approximately one quarter mile south of 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. The majority of the City is in a low sensitivity zone wherein archaeological resources are not generally expected but may occur.

An archaeological literature search was performed for the site by Holman & Associates Archaeological Consultants. A copy of their report dated December 18, 2019 is available for review at the San Mateo Planning Department. The Holman report determined that no cultural resources have been recorded within or adjacent to the project site, however several shell midden are recorded within a half mile. This area of San Mateo is known for containing remnants of intact shell middens and redeposited midden that frequently contains human remains. The Holman report concluded that there is a low potential for historic archaeological deposits; however the project site is highly sensitive for Native American archaeological sites and redeposited shell midden.

Historic Resources

A historical resource evaluation report was prepared for the project site by ARG. The following discussion and analyses are based on the information presented in the report. A copy of the report, dated November 2019, is included in Appendix C.

Downtown

Downtown San Mateo includes a commercial core containing buildings that pre-date the 1906 earthquake, structures dating back to the 1930's and '40's that are one to three stories in height, and a few larger hotel buildings. The 1989 City of San Mateo Historic Building Survey identified a concentrated area of commercial buildings constituting a Downtown Commercial Business Historic District. These buildings are located along East Third Street between Railroad Avenue and El Camino Real, along South B Street between Baldwin Avenue and East Third Street, and on the east side of South Ellsworth Avenue between Baldwin Avenue and East Third Street.²⁷ The project site is not located within the boundaries of the Downtown Commercial Business Historic District.

²⁷ Draft EIR – Windy Hill Property Ventures 405 E. 4th Avenue Mixed Use Project, April 2017

505-509 S. B Street

The one-story brick commercial building at 505-509 S. B Street (APN 034-191-100), located approximately 124 feet southwest from the project site, was constructed in 1925 for the original owner J.K. Calley; the architect was Guy L. Rosebrook and the builder was J.S. Sampson Co. Rosebrook. The commercial building has housed a variety of local businesses, including restaurants, salons, and other retail shops, over the past century. The property has been previously found eligible as a local landmark. It has been assigned CHR Status Code 5S2 (individual property that is eligible for local listing or designation).

415 S. Claremont Street and 503 E. 5th Avenue

This property is located at the northeast corner of S. Claremont Street and E. 5th Avenue (APN 034-186-060), approximately 50 feet east of the project site. It includes a two-story residential building addressed as 415 S. Claremont Street and a commercial building addressed as 503 E. 5th Avenue. Both buildings house the San Mateo Japanese American Community Center. A paved parking lot spans the remainder of the lot east of the buildings.

In 1932, Sagredo Rodalari moved a single-family house from another property to its current location at 415 S. Claremont Street and erected the commercial building at 503 E. 5th Avenue to its east within the same parcel. Rodalari lived at the residence with his wife and operated Rodalari Grocery in the adjacent commercial building from 1933 to 1964. In 1967, the San Mateo Gardner's Association acquired the property, thus beginning its longtime association with the Japanese American community. In 1980, the Japanese American Citizens' League (JACL) established a community center in the residence at 415 S. Claremont Street. According to city directories, the former commercial building was still in use by the Gardener's Association in 1992, but at some point, it transferred to the JACL. In 2003, the organization became known as the San Mateo Japanese American Community Center, a nonprofit founded to provide arts, culture, and activities for Japanese American senior citizens.

Both buildings were evaluated separately as part of the Historic Architectural Survey Report (HASR) prepared in 2011 for the San Francisco to San Jose Section of the California High-Speed Train Project. The HASR concluded that the residence at 415 S. Claremont Street is eligible for listing in the NRHP and CRHR. The commercial building was recommended as ineligible for the NRHP and CRHR.

4.6.2 CEQA and Historical Resources

When a proposed project may cause a substantial adverse change in the significance of an historical resource, the California Environmental Quality Act (CEQA) requires a city or county to carefully consider the possible impacts before proceeding (Public Resources Code Section 21084.1). CEQA equates a substantial adverse change in the significance of a historical resource with a significant effect on the environment (Section 21084.1).

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))

For the purposes of CEQA (Guidelines Section 15064.5), the term “historical resources” shall include the following:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in, the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4850 et.seq.).
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the California Register of Historical Resources (Public Resources Code Section 5024.1, Title 14 CCR, Section 4852) as follows:
 - Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
 - Is associated with the lives of persons important in our past;

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (Guidelines Section 15064.5)

4.6.3 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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)

The proposed project involves development of a 225-unit apartment building and a five-story, 696-space parking garage.

A historical resource evaluation report was prepared for the project site by ARG pursuant to Section 106 of the NHPA and the CEQA to evaluate the potential architectural resources located within the area of potential effect (APE).²⁸ The report found that the direct APE does not contain any architectural resources under NHPA or CEQA. The indirect²⁹ APE contains 16 properties over 45 years old, of which two are eligible for listing in the NRHP and CRHR - 415 S. Claremont Street and 503 E. 5th Avenue. 505-509 S. B Street has been previously found eligible as a local landmark. The remaining fourteen properties are recommended as ineligible for listing in the National and California Registers and have been assigned CRHR Status Code 6Z (found ineligible for the National Register, California Register, or local designation through a survey evaluation).

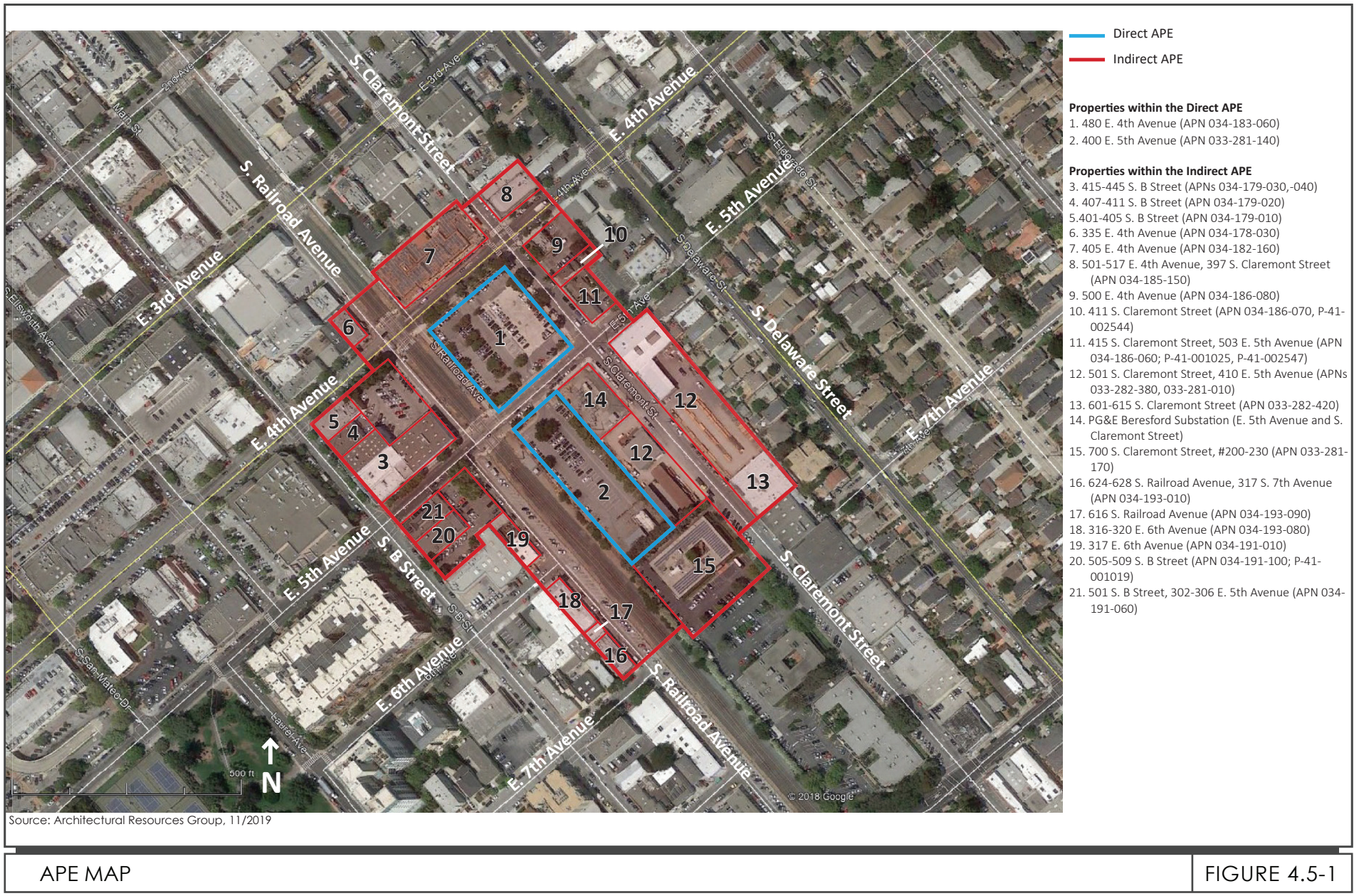
²⁸ An Architectural Area of Potential Effect (APE) is the “geographic area within which (the) undertaking may cause changes in the character of or use of historic properties” (36CFW 8002 (c)).

²⁹ The indirect APE takes into account indirect, or visual, effects on buildings, structures, and objects adjacent to the area of ground disturbance. As such, the indirect APE extends to one legal parcel containing a building or structure adjacent to the direct APE.

Under CEQA, resources that meet the criteria of the CRHR are considered historical resources for the purposes of CEQA. The determination of historical significance requires that several factors be considered, including: the property's history; the history and context of the surrounding community; an association with important persons or uses; the number of resources associated with the property; the potential for the resources to be the work of a master architect, builder, craftsman, landscape gardener or artist; the historical, architectural or landscape influences that have shaped the property's design and its pattern of use; and alterations that have taken place and how these changes may have affected the property's historical integrity.

To be eligible for the CRHR, historic resources must both possess historic significance and retain historic integrity. There are four significance criteria under the CRHR which must be reviewed. If significance is identified, then an analysis of a resource's integrity is conducted. The four significance criteria are as follows:

- Criterion 1: Event or Pattern of Events. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- Criterion 2: Important Person(s). It is associated with the lives of persons important to local, California or national history.



APE MAP

FIGURE 4.5-1

- Criterion 3: Design/Construction. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.
- Criterion 4: Information Potential. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

505 – 509 S. B Street

Regarding Criterion 1, the report found that when the commercial building had been constructed in the 1925, the block was already partially built out with other commercial businesses. As such, it does not represent the first wave of development in the area and did not spur significant new development in San Mateo in the 1920s. The building is not affiliated with persons considered to be significant within local, state or national history, making it ineligible for the CRHR under Criterion 2. The building is not significant for its architectural design, does not represent the outstanding work of a master architect, and does not possess high artistic value; therefore it is recommended as ineligible for listing under Criterion 3. The buildings could not be properly reviewed under Criterion 4, Information Potential, because evaluation of archaeological resources was outside of the scope of the historical report.

The property was previously evaluated as part of a citywide survey in 1989 and found to be eligible for listing in the local register only. As such, it is a historical resource under CEQA.

415 S. Claremont Street and 503 E. 5th Avenue

As previously discussed, both buildings were evaluated separately as part of the HASR prepared in 2011 for the San Francisco to San Jose Section of the California High-Speed Train Project. The HASR concluded that the residence at 415 S. Claremont Street is eligible for listing in the NRHP and CRHR. The commercial building was recommended as ineligible for the NRHP and CRHR.

Since both buildings were added to the parcel by the Rodalari family in 1932 and later owned by the Japanese American community organizations, the report evaluated both buildings as one property. The report found that this property is recommended as eligible for listing in the National and California Registers under Criterion A/1 for its association with the postwar resettlement of the Japanese American community in San Mateo and therefore qualify as historic resources under CEQA. It retains integrity for listing in the National and California Registers. The buildings are not affiliated with persons considered to be significant within local, state or national history, making them ineligible for the CRHR under Criterion 2. The buildings are not significant for its architectural design, does not represent the outstanding work of a master architect, and do not possess high artistic value; therefore it is recommended as ineligible for listing under Criterion 3.

The CEQA Public Resources Code §21084.1 provides that any project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Public Resources Code §5020.1(q) defines “substantial adverse change” as demolition, destruction, relocation, or alteration such that the significance of the historical resource would be impaired. The project does not involve demolition, destruction, relocation or alteration of either the 505 – 509 S. B Street or 415 S. Claremont Street and 503 E. 5th Avenue

properties. The buildings within the historic property will not be removed from their current location, and they will continue to be owned and occupied by the organization. The project area (where the proposed residential building and garage will be constructed) had been previously developed with one-story buildings. While the proposed buildings will have a greater mass and height than the previous structures, there is precedence for development at this location. Likewise, the historic property is located in a downtown commercial area containing a wide array of building types, styles, and material, reflecting over a century of redevelopment and infill construction. Within the past several decades taller buildings have been constructed in the immediate setting, including the nearly completed four-story building at 405 E. 4th Avenue, and five- to ten-story, multi-unit residential buildings two blocks away adjacent to Central Park. The proposed residential building and parking garage are in keeping with development in the downtown. As such, the historic property will retain its integrity of location, design, setting, materials, workmanship, feeling, and association, and it will continue to be eligible for listing in the National Register. Therefore, implementation of the proposed project would not significantly impact historic resources. **(Less Than Significant Impact)**

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)

The City of San Mateo has been mapped for archaeological sensitivity and has identified low, medium and high archaeological sensitivity zones within the City's boundaries. The project site is considered to be located in a low archaeological sensitivity zone per City maps, and there are no known buried historical or prehistoric resources on the site. The archaeological literature search completed for the project found that no cultural resources have been recorded within or adjacent to the property, but several shell middens are recorded within a half mile. The project site is located within a shell mound sensitivity zone, with a low to moderate potential for buried archaeological deposits.

Although the site does not contain cultural resources that have been identified in prior studies, and the site is located in a low archaeological sensitivity zone as identified on City maps, it is assumed that the project site is highly sensitive for Native American archaeological sites and redeposited shell midden. Therefore, the possibility of encountering buried archaeological resources during project implementation exists. Field surveys are not recommended because the project site is mostly paved and built upon.

Impact CUL-2: Development of the project could result in impacts to buried prehistoric or historical archaeological deposits. **[Significant Impact]**

Mitigation Measures

MM CUL-2.1: Archaeological monitoring shall occur for removal of the asphalt/concrete pavement, potholing, tree removal, and other ground disturbing activities prior to construction. If a sufficient subsurface sample has not been observed and documented by an archaeologist, mechanical presence/absence exploration shall occur to access the stratigraphy for the entire project APE. If

this monitoring and trenching effort cannot be considered because of construction deadlines and methods, a suite of mechanical coring at both locations can be implemented as a logistical alternative. The depth should be commensurate with proposed impacts detailed in the vertical component to the Project APE. Given the size of the core samples, the samples may not yield sufficient information to make reliable conclusion as to the intactness of a potential archaeological resource. If archaeological deposits or features that appear eligible to the National Register of Historic Places are identified during exploration, an archaeological research design and work/treatment plan shall be prepared to facilitate archaeological excavation and evaluated any feature or deposit discovered to the National Register. Native American involvement and monitors will be needed for any Native American resources identified.

If buried, or previously unrecognized archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until a qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. Construction and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.

MM CUL-2.2: In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The San Mateo County Coroner shall be notified and make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. 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.

Implementation of the mitigation measures described above would ensure that the proposed project does not result in significant impacts to as-yet-undiscovered archaeological resources. **(Less Than Significant With Mitigation Incorporated)**

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)**

The project site has been identified as having a high sensitivity for cultural materials associated with Native Americans; therefore, there is the potential for the discovery of human remains on the project site during excavation, grading, and/or construction activities. The previously discussed mitigation measures would be applied to the project and allow for timely identification, analysis, and documentation of any human remains, should they be discovered. By applying these measures,

potentially significant impacts related to the destruction of human remains would be mitigated to a less than significant level. **(Less Than Significant With Mitigation Incorporated)**

4.7 ENERGY

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

Federal

At the federal level, energy standards set by the U.S. Environmental Protection Agency (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.

State

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) 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. In 2008, Executive Order 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.

Building Codes

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, and the 2016 Title 24 updates went into effect on January 1, 2017.³⁰ Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.³¹

The 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. The most recent update to CALGreen went in to effect on January 1, 2017, and covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

³⁰ California Building Standards Commission. "Welcome to the California Building Standards Commission". Accessed March 27, 2019. <http://www.bsc.ca.gov/>.

³¹ California Energy Commission (CEC). "2016 Building Energy Efficiency Standards". Accessed March 27, 2019. <http://www.energy.ca.gov/title24/2016standards/index.html>.

Local

City of San Mateo General Plan

Various policies and actions of the City of San Mateo General Plan have been adopted for the purpose of avoid or mitigating energy impacts resulting from planned development within the City, including the following:

Policies	Description
C/OS 13.6	Establish management and operating practices that are environmentally, socially and economically sustainable.
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.

City of San Mateo Climate Action Plan

The City of San Mateo adopted a community-wide climate action plan (CAP) on April 6, 2015, which updates and consolidates the City's existing Sustainable Initiatives Plan, GHG Emissions Reduction Plan, and Climate Action Plan for Municipal Operations and Facilities, based on the vision of San Mateo residents, businesses, and local government. The goal was to prepare a CAP that serves as an updated and Qualified GHG Reduction Strategy consistent with BAAQMD GHG Plan Level Guidance and CEQA Guidelines Section 15183.5. The CAP was developed through a robust public process that engaged the San Mateo Sustainability Commission, staff, and the community.

While the primary focus of the CAP is to achieve GHG reductions in alignment with regional, state and national targets, several reduction measures in the CAP have the added benefit of increasing energy efficiency and establishing renewable energy sources in new development. Reduction measures that are applicable to the energy demand of the proposed project are listed below:

- Reduction Measure RE 5: Renewable energy systems for new nonresidential buildings.
- Reduction Measure AF 2: Provide EV charging stations with designated parking spaces capable of meeting the California Green Building Code Voluntary Standards.

4.7.1.2 Existing Conditions

Total energy usage in California was approximately 7,881 trillion British thermal units (Btu) in the year 2017, the most recent year for which this data was available.³² Out of the 50 states, California is ranked second in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,416 trillion Btu) for residential uses, 19 percent (1,473 trillion Btu) for commercial uses, 23 percent (1,818 trillion Btu) for industrial uses, and 40 percent (3,175 trillion Btu) for transportation.³³ This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

³² United States Energy Information Administration. "State Profile and Energy Estimates, 2017." Accessed December 10, 2019. <https://www.eia.gov/state/?sid=CA#tabs-2>.

³³ Ibid.

Electricity

In 2018, California produced approximately 70 percent of the electricity it consumed and the rest was imported from adjacent states. California's non carbon dioxide-emitting electric generation (from nuclear, large hydroelectric, solar, wind, and other renewable sources) accounted for more than 53 percent of total in-state generation for 2018, compared to 56 percent in 2017, and 50 percent in 2016.³⁴ Electricity from coal-fired power plants located out-of-state has continued to decrease since 2006 due to a state law limiting new long-term financial investments to power plants that meet California emissions standards.³⁵

California's total system electric generation in 2018 was approximately 285,660 gigawatt-hours (GWh), which was down 2.5 percent from 2017's total generation of approximately 292,080 GWh. California's in-state electric generation was down by approximately five percent at 195,010 GWh compared to approximately 206,380 GWh in 2017.³⁶ In 2018, natural gas represented the largest portion of the state's energy sources (at 47 percent). Solar and wind generation accounted for more than 40 percent of all renewable electricity generation.³⁷

Growth in annual electricity consumption increased between 2016 and 2017 reflecting increased electricity consumption by light-duty EV and high levels of manufacturing electricity consumption. Per-capita electricity consumption, despite increasing EV use, is projected to be relatively flat due to small-scale residential and commercial photovoltaic generation.³⁸ In 2017, the state consumed approximately 288,610 GWh of electricity.³⁹ Due to population increases, however, it is estimated that future demand in California for electricity would grow at approximately 1.3 percent each year through 2030, and that approximately 339,160 GWh of electricity would be utilized in the state in 2030.⁴⁰

Electricity in San Mateo County in 2017 was consumed primarily by the commercial sector (62 percent), with the residential sector consuming 38 percent. In 2017, a total of approximately 4,368 GWh of electricity was consumed in San Mateo County.⁴¹

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the PCE 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 85 percent carbon free sources, with at least 50 percent from renewable sources. Customers

³⁴ CEC. "California Electrical Energy Generation." Accessed December 10, 2019. https://ww2.energy.ca.gov/almanac/electricity_data/electricity_generation.html.

³⁵ EIA. "California State Profile and Energy Estimates Profile Analysis." Accessed December 10, 2019. <https://www.eia.gov/state/analysis.php?sid=CA#40>.

³⁶ CEC. "California Electrical Energy Generation." Accessed December 10, 2019. https://ww2.energy.ca.gov/almanac/electricity_data/electricity_generation.html.

³⁷ Ibid.

³⁸ CEC. *California Energy Demand 2018-2030 Revised Forecast*. February 2018.

³⁹ CEC. "Electricity Consumption by County". Accessed December 10, 2019. <http://www.ecdms.energy.ca.gov/elecbycounty.aspx>.

⁴⁰ CEC. *California Energy Demand 2018-2030 Revised Forecast*. *Revised Forecast*.pdf. February 2018.

⁴¹ CEC. Energy Consumption Data Management System. "Electricity Consumption by County". Accessed March 27, 2019. <http://ecdms.energy.ca.gov/elecbycounty.aspx>.

have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon free, renewable sources.⁴²

Natural Gas

PG&E provides natural gas services within the City of San Mateo. In 2017, approximately 1.4 percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.⁴³ In 2016, residential and commercial customers in California used 29 percent, power plants used 32 percent, and the industrial sector used 37 percent. Transportation accounted for one percent of natural gas use in California. In 2017, San Mateo County used approximately 1.7 percent of the state's total consumption of natural gas.⁴⁴

In 2017, California consumed approximately 2,167,821,400 million Btu (MMBtu) of natural gas; a slight decrease from 2016 when approximately 2,236,258,600 MMBtu were consumed.⁴⁵ In 2017, Santa Clara County used approximately 3.5 percent of the state's total consumption of natural gas.⁴⁶ Overall natural gas demand in California is anticipated to decrease slightly through 2028. This decline is due to on-site residential, commercial, and industrial electricity generation; aggressive energy efficiency programs; and a decrease in demand for electrical power generation as a result of state-mandated renewable portfolio standard (RPS) targets (as the state moves to power generation resources that result in less GHG emissions than natural gas).⁴⁷

The United States Energy Information Administration estimates that as of January 1, 2017, there were about 2,460 trillion cubic feet (Tcf) (or 2,460,000,000,000 MMBtu) of dry natural gas in the United States.⁴⁸ Assuming the same annual rate of United States dry natural gas production in 2018 of about 30.4 Tcf, the United States has enough dry natural gas to last about 80 years.⁴⁹

Fuel for Motor Vehicles

In 2017, 15 billion gallons of gasoline were sold in California.⁵⁰ The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about

⁴² Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed March 27, 2019. <https://www.peninsulacleanenergy.com/resources/frequently-asked-questions/>. 2) Peninsula Clean Energy. "Energy Choices." Accessed March 27, 2019. <https://www.peninsulacleanenergy.com/our-power/energy-choices/>.

⁴³ California Gas and Electric Utilities. 2018 California Gas Report. Accessed March 15, 2019. https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf.

⁴⁴ CEC. "Natural Gas Consumption by County". Accessed March 27, 2019. <http://ecdms.energy.ca.gov/gasbycounty.aspx>.

⁴⁵ EIA. "Natural Gas Delivered to Consumers in California". Accessed December 10, 2019. https://www.eia.gov/dnav/ng/ng_sum_lsum_dcu_SCA_a.htm.

⁴⁶ California Energy Commission. "Natural Gas Consumption by County." Accessed December 10, 2019. <http://ecdms.energy.ca.gov/gasbycounty.aspx>.

⁴⁷ California Gas and Electric Utilities. 2017 Natural Gas Market Trends and Outlook. Accessed April 3, 2018. http://docketpublic.energy.ca.gov/PublicDocuments/17-IEPR-04/TN222400_20180131T074538_STAFF_FINAL_REPORT_2017_Natural_Gas_Market_Trends_and_Outlook.pdf.

⁴⁸ EIA. "How much natural gas does the United States have, and how long will it last?" April 5, 2019. Accessed June 28, 2019. <https://www.eia.gov/tools/faqs/faq.php?id=58&t=8>.

⁴⁹ Ibid.

⁵⁰ California Department of Tax and Fee Administration. Net Taxable Gasoline Gallons. Accessed March 27, 2019. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.

13.1 miles-per-gallon (mpg) in the mid-1970's to 24.9 mpg in 2018.⁵¹ 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 subsequently revised to apply to cars and light trucks Model Years 2011 through 2020.^{52, 53}

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)
Parking Lots, 234 spaces	36,050	0
Worker Resource Center	15,120	49,500
Total:	51,170	49,500
Source: Illingworth & Rodkin, Inc. Air Quality Assessment		

4.7.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Result in a substantial increase in demand upon energy resources in relation to projected supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁵¹ United States Environmental Protection Agency. "The 2018 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." March 2019.

⁵² U.S. Department of Energy. Energy Independence & Security Act of 2007. Accessed March 29, 2019. <http://www.afdc.energy.gov/laws/eisa>.

⁵³ Public Law 110-140—December 19, 2007. Energy Independence & Security Act of 2007.

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)

The proposed project would construct a 225-unit apartment building and five-story, 696-space parking garage. The proposed project would result in an intensification of use at the site by introducing residential uses and increasing the size and scale of development. In doing so, the project would increase the demand for energy at the project site and in the City as a whole. Table 4.6-2 shows the estimated annual energy use of the project.

Table 4.6-2: Estimated Annual Energy Use of Proposed Development		
Development	Electricity Use (kWh)	Natural Gas Use (kBtu)
Apartments Mid Rise – 225 dwelling units	949,948	1,964,350
Enclosed Parking with Elevator – 696 spaces	444,101	0
Total:	1,394,049	1,964,350
Source: Illingworth & Rodkin, Inc. Air Quality Assessment.		

The proposed project will not use energy in a wasteful manner. The project’s development standards will incorporate sustainable design and green building principles that promote energy efficiency and conservation, in accordance with City guidelines and currently accepted best practices. The proposed development will be constructed to meet or exceed the state energy efficiency standards (i.e., Part 6 of Title 24 of the California Code of Regulations) and will comply with the City’s Green Building Ordinance. In addition, the redevelopment of an underutilized commercial site in a developed area takes advantage of existing infrastructure and reduces the energy required to provide utilities and services to the site. For these reasons, the project would not result in wasteful, inefficient, or unnecessary consumption of energy, during construction or operation. **(Less than Significant Impact)**

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 (Reduction Measures RE 5 and AF 2). In accordance with Section 23.24.030 of the San Mateo Municipal Code, the project would be required to provide a 3-kilowatt, or greater and a 5-kilowatt, or greater, photovoltaic system for the residential building and parking garage, respectively. Compliance with these measures, in addition to the City’s green building measures and 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. **(Less than Significant Impact)**

Impact EN-3: The project would not result in a substantial increase in demand upon energy resources in relation to projected supplies. **(Less than Significant Impact)**

Electricity

As discussed previously, California's total system electric generation in 2018 was approximately 285,660 GWh (down 2.5 percent from 2017). Despite this decrease, consumption is still expected to increase one percent per year in the future. Efficiency and production capabilities would help meet increased electricity demand in the future, such as improving energy efficiency in existing and future buildings, establishing energy efficiency targets, inclusion of microgrids and zero-net energy buildings, and integrating renewable technologies.⁵⁴ The project would construct energy efficient buildings in accordance with Title 24, CALGreen, and the City's Building Ordinance.

Electricity supply and demand data and reporting is provided at the state level. The project would result in a net increase in 1,342,879 kWh (1.34 GWh) of electricity use on the sites, which is a less than 0.0005 percent increase in the state's annual use. Also refer to the discussion under Impact EN-1 of why the project would not result in wasteful, inefficient, or unnecessary consumption of energy. The project's increase in electricity usage is not considered to have a substantial effect on the state's supply. **(Less than Significant Impact)**

Natural Gas

It is assumed that energy efficiency technology and the RPS targets are likely to reduce demand for natural gas in the state in the future. Additionally, drilling improvements and system efficiencies will continue to enhance production and decrease the overall need for natural gas, respectively.⁵⁵

Natural gas supply and demand data and reporting is provided at the state level. Based on the relatively small increase in natural gas demand from the project (approximately 1,914,850 kBtu per year or 1,915 MMBtu, which is a 0.0001 percent increase in the state's consumption), and compared to the growth trends in natural gas supply and the existing available supply in the country as discussed in Section 4.6.1.2, the proposed project would not result in a significant increase in natural gas demand relative to projected supply. Also refer to the discussion under Impact EN-1 of why the project would not result in wasteful, inefficient, or unnecessary consumption of energy. **(Less than Significant Impact)**

⁵⁴ CEC. *2016 Integrated Energy Policy Report*. February 2017.

⁵⁵ CEC. "2014 Natural Gas Issues Trends, and Outlook." Accessed February 16, 2018.

<https://ww2.energy.ca.gov/2014publications/CEC-200-2014-001/CEC-200-2014-001-SF.pdf>.

4.8 GEOLOGY AND SOILS

The following discussion is based, in part, on a geotechnical investigation completed for the proposed project by *Rockridge Geotechnical, Inc.* The report, dated December 12, 2018, is included in this Initial Study as Appendix D.

4.8.1 Environmental Setting

4.8.1.1 *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; the 2019 Building Code goes into effect on January 1, 2020.

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 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 General Plan

Various policies and actions of the City of San Mateo General Plan have been adopted for the purpose of avoiding or mitigating geology and soils impacts resulting from planned development within the City, including the following:

Policies	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-2 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.

City of San Mateo Site Development Code

The City's Site Development Code (Chapter 23.40 of the City of San Mateo Municipal 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 or within slope setbacks as defined in Municipal Code 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.

4.8.1.2 *Existing Conditions*

Regional Geology

The project site is located within a flat-lying plain along the western edge of San Francisco Bay, bounded by the Santa Cruz Mountains on the west. The Coast Ranges is a geomorphic province of California that 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.

Seismicity and Seismic Hazards

The project site is located within the seismically active San Francisco Bay region. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher. Major faults in the area include the San Andreas Fault, approximately 3.2 miles west of the site, the Monte Vista-Shannon Fault, approximately 9.3 miles southeast of the site, the San Gregorio Fault, approximately 10.6 miles west of the site, and the Hayward-Rodgers Creek Fault, approximately 14.9 miles northeast of the site. During an earthquake, very strong ground shaking could occur at the project site.

The project site is not located within an Alquist-Priolo Special Studies Zone. Since no active faults are known to cross the project site, fault rupture is not anticipated to occur at the site.

The project site is not mapped as a Liquefaction Zone within the Earthquake Zone of Required Investigation (EZRI) in maps prepared by the CGS.⁵⁶ 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. Liquefaction can result in adverse impacts to human and building safety and is typically addressed in the project design. The geotechnical investigation concluded that the soils on-site are not susceptible to liquefaction.

The project site is not located within an Earthquake-Induced Landslide Zone. The topography at the site is relatively flat and it is not expected that the project would be affected by landslide hazards.

Soils

The project site is mostly underlain by Holocene-age alluvium in addition to a narrow band of artificial fill from the Caltrain tracks running along the southwestern perimeter of the site. The site is blanketed by about 1.5 to five feet of fill overlying native alluvium. The fill consists of mixtures of medium dense to dense sand and very stiff to hard clay. The fill is underlain by native alluvium that extends to the maximum depth explored of 77.9 feet below ground surface (bgs). The alluvium consists of very stiff to hard clay with variable amounts of sand interbedded with medium dense to very dense sand and gravel with variable amounts of clay.

⁵⁶ California Geological Survey. "Earthquake Zones of Required Investigation". <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed October 1, 2019.

Groundwater

Groundwater was measured between depths of 19 to 30 feet bgs during the geotechnical investigation of the site. Readings at nearby groundwater wells and historic groundwater levels indicate levels between five feet and 11 feet bgs. Based on both the groundwater conditions encountered and available historic groundwater information, the high groundwater level at the site was determined to be approximately 11 feet bgs. The groundwater level is expected to fluctuate several feet seasonally, depending on the amount of annual rainfall.

4.8.2 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. While existing faults are located within 10 miles of the site, the proposed project is outside of the fault rupture zone, and significant impacts from fault ruptures are not anticipated to occur. **(Less than Significant Impact)**

Seismic Ground Shaking

The project site is located within the seismically active San Francisco Bay region. Fault in this region are capable of generating earthquakes of magnitude 7.0 or higher. Major faults in the area include the San Andreas Fault, Monte Vista-Shannon Fault, and the San Gregorio Fault. During an earthquake, very strong ground shaking could occur at the project site which could damage buildings and other proposed structures and threaten residents and occupants of the proposed development. The proposed building and parking garage would be designed and constructed in accordance with the City of San Mateo's requirements and seismic design guidelines for Seismic Design Category D in the current California Building Code. Additionally, a site-specific geotechnical report has been prepared for the project; the report includes project design and construction recommendations to address seismic ground-shaking. With adherence to the California Building Code and the recommendations of the geotechnical report, the proposed project would not result in significant impacts related to seismic ground shaking. **(Less than Significant Impact)**

Liquefaction

The proposed project site is not located within an EZRI for Liquefaction, according to maps prepared for the San Mateo Quadrangle by the CGS. The geotechnical investigation concluded that the potential for liquefaction to occur on-site during a strong seismic event is very low. Thus, the proposed project would not result in significant impacts related to liquefaction. **(Less than Significant Impact)**

Lateral Spreading

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.

The project site is not located in an identified EZRI for Liquefaction. There are no adjacent bodies of water, channels, or excavations in the vicinity of the site that would increase the potential of lateral

spread occurrence. It is not anticipated that lateral spread or other seismic-induced hazards would substantially impact the proposed project or nearby uses. **(Less than Significant Impact)**

Landslides

The site is not located in an EZRI for Landslides. The topography of the project site is relatively flat, and there are no hillsides nearby. The project would not exacerbate any existing landslide risks and there are no risks of landslides impacting the project. Therefore, the project is not susceptible to future landslides, on or off the site. **(No Impact)**

**Impact GEO-2: The project would not result in substantial 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 outline procedures to be followed to prevent significant soil erosion during construction activities.

Conditions of Approval: In accordance with the General Plan and the City's Municipal Code, Site Development Code 23.40.040, the following conditions of approval would reduce potential impacts from erosion to a less than significant level.

- The project will be required to submit erosion control measures 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 per the Municipal Code 23.40.040 (a) as a standard condition of approval prior to issuance of a building and/or site development permit, subject to review and approval of the Public Works Department. Conformance with these measures will reduce soil erosion during construction. The applicant will submit an Erosion and Sediment Control Plan (which includes erosion control measures), if required by the City Engineer or Building Official.

In addition to the conditions described above, the proposed project would prepare a Storm Water Pollution Prevention Plan (SWPPP) which would formally document sediment and erosion control measures to be implemented during construction in compliance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. The project would reduce post-construction soil erosion by managing stormwater runoff in compliance with the MRP. With adherence to the conditions of approval mentioned above, and the policies and regulations outlined in Section 4.10, Hydrology and Water Quality, the project would not substantially increase soil erosion on-site or contribute to the loss of topsoil. **(Less Than Significant Impact)**

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)

The project site is underlain by about 1.5 to five feet of fill overlying native Holocene-age alluvium. The fill consists of a mixture of medium dense to dense sand and very stiff to hard clay. The alluvium consists of very stiff to hard clay with variable amounts of sand interbedded with medium dense to very dense sand and gravel with variable amounts of clay. The geotechnical investigation of the site concluded that the underlying soils can provide adequate foundation support for moderate to high loads. The project would adhere to the recommendations of the geotechnical investigation regarding building and foundation design to reduce the potential for adverse effects related to soil instability to occur.

As discussed under Impact GEO-1, the project would not be susceptible to landslides, lateral spreading, or liquefaction, and would not risk exacerbating any geologic or seismic hazards. The project site is not located on any unstable geologic units and does not propose any activities, such as substantial excavation or dewatering of groundwater, which could increase soil instability in the area. Therefore, the project would not result in a significant impact related to unstable soils or geologic units. **(Less than Significant Impact)**

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)

The geotechnical investigation prepared for the proposed project did not note the presence of any expansive soils on-site. Constructing the proposed residential building and parking structure in conformance with the Building Code and the recommendations of the geotechnical investigation would ensure that no substantial risks to life or property are created as a result of the project. **(Less than Significant Impact)**

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

The project site is located within an urbanized area of San Mateo where sewers are available to dispose of wastewater from the project site. The project would not involve the use of septic tanks or alternative wastewater disposal systems; therefore, no impacts related to septic systems would occur. **(No Impact)**

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)

No unique geologic features or paleontological resources have been identified at the project site. The City of San Mateo General Plan Environmental Impact Report (EIR) did not identify any known paleontological resources in the City of San Mateo. The project does not propose any below-grade excavation aside from minor trenching to establish utility connections. Sensitive paleontological resources are unlikely to be unearthed during project implementation; however, the City of San Mateo has developed conditions of project approval that address the potential for discovery of paleontological resources as a result of development in the City. It should be noted that no paleontological resources were discovered during the excavation of the adjacent property at 405 East 4th Avenue.

Conditions of Approval: The following conditions of approval shall be adhered to by the project to reduce impacts to any paleontological resources inadvertently discovered at the project site:

- Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be halted immediately within 50 feet of the discovery. The City of San Mateo Planning Division shall be immediately notified, and the applicant shall be responsible for retaining the services of a qualified paleontologist to determine the significance of the discovery. The paleontologist shall evaluate the uniqueness of the find and prepare a written report documenting the find and recommending further courses of action. Based on the significance of the discovery, the actions may include avoidance, preservation in place, excavation, documentation, recovery, or other appropriate measures as determined by the paleontologist.

Application of the above-listed conditions of approval would ensure that significant impacts to paleontological resources are reduced to a less than significant level. **(Less Than Significant Impact)**

4.8.3 Non-CEQA Effects

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, including the San Andreas Fault, the Monte Vista-Shannon Fault, and the San Gregorio Fault. 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 and is not subject to any geologic hazards or unique soil conditions that could endanger nearby uses or future residents of the proposed project or the safety of adjacent buildings and structures. Having prepared a project-specific geotechnical investigation that addresses safety concerns and mitigates risks posed by site development, the project would be in compliance with General Plan Policy S 1.1 and the Site Development Code.

4.9 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared by *Illingworth & Rodkin, Inc.* in January 2019. A copy of the report is attached as Appendix A Air Quality and Greenhouse Gas Assessment to this Initial Study/EA.

4.9.1 Environmental Setting

4.9.1.1 *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 CO₂ equivalents (CO₂e). The most common GHGs are carbon dioxide (CO₂) and water vapor but there are also several others, most importantly methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO₂ and N₂O are byproducts of fossil fuel combustion.
- N₂O is associated with agricultural operations such as fertilization of crops.
- CH₄ 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 SF₆ 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.

4.9.1.2 *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 CO₂E (MMTCO₂e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO₂e.

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 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 2040. Plan Bay Area 2040 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 Sustainable Initiatives Plan

The Sustainable Initiatives Plan (2007) addresses several areas of environmental responsibility for the City, including citywide sources of GHG emissions, impacts from new developments and construction, city planning, waste and resource management, and all modes of transportation. The plan also addresses ways to engage the public and businesses in creating solutions to the environmental challenges. The Sustainable Initiatives Plan contains two sets of actions in regard to climate change: a proactive approach, which reduces GHG emissions and therefore lessens the impacts on global warming, and the adaptive approach, which serves to ensure that the City is prepared for the inevitable change.

City of San Mateo Greenhouse Gas Emissions Reduction Program

The City prepared a Greenhouse Gas Emissions Reduction Program (2010) to summarize the City of San Mateo's GHG emissions and the actions being taken to mitigate those emissions. The emissions reduction program seeks to meet the requirements of the BAAQMD's Draft CEQA Guidelines and the corresponding criteria for a Qualified GHG Emissions Reduction Strategy as defined by the BAAQMD. The Greenhouse Gas Reduction Program calculates the GHG emissions reduction target and the impact of programs to achieve the target, consistent with state guidance.

The program demonstrates the City's ability to reduce its GHG emissions to 1990 levels by 2020 or approximately 28 percent below "business-as-usual" (BAU) forecasts in 2020. Based on a 2005 inventory prepared by the City, in order to achieve these emissions reduction targets, San Mateo would have to reduce its GHG emissions by 201,983 metric tons of CO₂e by 2020. To remain on track to reach its 2050 target, the City would have to reduce its emissions by 458,560 metric tons of CO₂e by 2030. This information was updated in the Climate Action Plan (CAP), as described below.

City of San Mateo Climate Action Plan

The City of San Mateo adopted a community-wide climate action plan (CAP) on April 6, 2015, which updates and consolidates the City's existing Sustainable Initiatives Plan, GHG Emissions Reduction Plan, and Climate Action Plan for Municipal Operations and Facilities, based on the vision of San Mateo residents, businesses, and local government. The goal was to prepare a CAP that serves as an updated and Qualified GHG Reduction Strategy consistent with BAAQMD GHG Plan Level Guidance and CEQA Guidelines Section 15183.5. The CAP was developed through a robust public process that engaged the San Mateo Sustainability Commission, staff, and the community.

A climate action plan 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 San Mateo CAP includes five key pieces:

1. 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. The City has inventories of emissions for 2005 and 2010.
2. A forecast of what GHG emissions are likely to look like in 2020 and 2030, based on expected population and economic growth adopted in the General Plan.

3. A reduction target, which identifies a goal for reducing GHG emissions by 2020 and 2030.
4. 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.
5. 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 is also an opportunity to identify additional project characteristics that support the GHG reduction targets and programs in the CAP.

GHG reduction measures in the adopted Climate Action Plan that are applicable to the proposed project include:

- Reduction Measure RE 5: Renewable energy systems for new nonresidential buildings.
- Reduction Measure AF 2: Provide EV charging stations with designated parking spaces capable of meeting the California Green Building Code Voluntary Standards.
- Reduction Measure AT 2: Implement transportation demand management strategies to comply with the appropriate trip reduction target identified by the City of San Mateo.
- Reduction Measure SW 1: Provide an area of sufficient space to store and allow access to a compost bin and/or participate in a composting program.

City of San Mateo General Plan

Applicable General Plan policies related to greenhouse gasses include, but are not limited to, the following listed below.

Policies	Description
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.
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.
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.

Policies	Description
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.

4.9.1.3 Existing Conditions

In 2015, the most recent year for which data was available, the City of San Mateo generated 748,198 metric tons of carbon dioxide equivalent, an eight percent reduction from 2005 levels.⁵⁷ The sector responsible for the majority of emissions in San Mateo in 2015 was the transportation sector (65 percent), followed by energy (33 percent) and solid waste (2 percent).

4.9.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.2.1 Thresholds of Significance

The BAAQMD's CEQA Air Quality Guidelines do not use quantified thresholds for projects that are in a jurisdiction with a qualified GHG reductions plan (i.e., a Climate Action Plan). The plan has to address emissions associated with the period that the project would operate (e.g., beyond year 2020). For quantified emissions, the guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. San Mateo has adopted a CAP that addresses requirements recommended in the BAAQMD CEQA Guidelines; however, the currently adopted CAP does not address recent State goals to reduce emissions 40 percent below 1990 levels by 2030. Operation of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate.

⁵⁷ County of San Mateo Office of Sustainability. *Regionally Integrated Climate Action Planning Suite (RICAPS)*. June 2018.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a “Substantial Progress” efficiency metric of 2.8 MT CO₂e/year/service population and a bright-line threshold of 660 MT CO₂e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based predictions from BAAQMD.⁵⁸ The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MT CO₂e/year threshold.

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)**

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

Construction Emissions

GHG emissions associated with construction were computed to be 1,060 MT of CO₂e for the total construction period for both the residential building and parking garage. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

Operational Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. The operational modeling accounted for the 225 residential units. The mobile emissions from the residential parking (164 spaces) is captured in the modeling of the residential land use and the existing 234 surface parking spaces replaced by the new garage are baseline credit. As discussed in Impact AIR-2, the remaining 298 parking spaces have been funded by in-lieu fees collected through the City’s CPID. Since 2015, the City has collected in-lieu fees from several developments within the CPID (refer to Table 4.3-4). The City has collected fees for a total of 383 in-lieu parking spaces. As part of the environmental review conducted for these projects, 232 of the 383 spaces were captured in the operational period emissions for the respective projects listed in Table 4.3-4 in Section 4.32.1. In addition to the parking spaces funded by the City’s CPID, an additional 24 parking spaces in the proposed garage are needed due to lost parking in the CPID as a result of the projects listed in Table 4.3-4. Therefore, the operational period modeling for the proposed project assumed that 256 spaces had already been accounted for as part of the environmental review for the projects listed Table 4.3-4. As a result the operational period modeling would only account for the remaining 42 parking spaces. As shown in Table 4.8-1, the net annual emissions resulting from

⁵⁸ Bay Area Air Quality Management District, 2016. *CLE International 12th Annual Super-Conference CEQA Guidelines, Case Law and Policy Update*. December.

operation of the proposed project are predicted to be 1,045 MT of CO_{2e} for the year 2024 and 945 MT of CO_{2e} for the year 2030. The Service Population Emissions for the year 2024 would be 1.8 and 1.7 MT CO_{2e}/year/service population for the year 2030.

To be considered significant, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold. As shown in Table 4.8-1, the 2024 and 2030 emissions do exceed the 2030 “bright-line” threshold of 660 MT of CO_{2e}/year. However, the 2024 and 2030 per capita emissions do not exceed the “Substantial Progress” efficiency metric of 2.8 MT CO_{2e}/year/service population. Therefore, the proposed project would have a less than significant operational GHG emissions impact. **(Less than Significant Impact)**

Table 4.8-1: Annual Project GHG Emissions (CO_{2e}) in Metric Tons and Per Capital				
Source Category	Existing Project		Proposed Project	
	2024	2030	2024	2030
Area	<1	<1	12	12
Energy Consumption	18	18	199	199
Mobile	10	9	791	694
Solid Waste Generation	1	1	52	52
Water Usage	1	1	17	17
Total (MT CO _{2e} /yr)	31	29	1,071	974
Net Emissions			1,040 MT CO _{2e} /year	945 MT CO _{2e} /year
Significance Threshold			660 MT CO_{2e}/year	
<i>Service Population Emissions (MT CO_{2e}/year/service population)</i>			1.8	1.7
Significance Threshold			2.8 in 2030	
Exceed both thresholds?			<i>No</i>	<i>No</i>

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)**

The proposed project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB’s Scoping Plan. For example, proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures and water-efficient irrigation systems. **(Less than Significant Impact)**

4.10 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, upon Phase I Environmental Site Assessments and a Limited Phase II Subsurface Investigation prepared by *AEI Consultants, Inc. (AEI)* and an Environmental Site Characterization prepared by *Langan Engineering and Environmental Services, Inc.* The reports, dated July and November 2018 and February 2020, are included in Appendix E, F, and G respectively, of this Initial Study.

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act, commonly known as Superfund, and the Resource Conservation and Recovery Act (RCRA). 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.

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), State

Water Resources Control Board (SWRCB), and San Mateo County. The project site is not on the Cortese List.⁵⁹

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 and Lead-Based Paint Regulations

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 guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

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 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.

Polychlorinated Biphenyls (PCBs)

Polychlorinated biphenyls (PCBs) are chlorinated organic compounds that were produced in the U.S. between 1955 to 1978. Due to their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were 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 U.S. Environmental Protection Agency banned the production and any new uses of PCBs due to concerns about their potential harmful health effects and their persistence in the environment. The one remaining approved use is for existing, totally enclosed applications (i.e., the use in electrical transformers).

Although production has been banned since 1979, PCBs can still be released to the environment today through various pathways, including building materials that contain legacy caulks and sealants or other potential PCBs-containing material potentially released during demolition or renovation. With the adoption of the reissued San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, the implementation of stormwater control programs for PCBs has become a

⁵⁹ CalEPA. "Cortese List Data Resources." Accessed October 11, 2019. <https://calepa.ca.gov/sitecleanup/corteselist>.

high priority compliance issue for permittees throughout the Bay Area. Provision C.12.f. of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit requires that permittees develop an assessment protocol methodology for managing materials with PCBs in applicable structures that are planned for demolition, so that PCBs do not enter municipal storm drain systems.⁶⁰ Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. (see *Section 4.10 Hydrology and Water Quality*).

Regional and Local

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.

City of San Mateo General Plan

Applicable General Plan policies related to hazardous materials include, but are not limited to, the following listed below.

Policies	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.
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.
S 5.10	Require the clean-up of contaminated sites indicated on the Hazardous Waste and Substances Sites List published by the Department of Toxic Substance Control and/or the Health Department in conjunction with substantial site development or redevelopment, where feasible.

City of San Mateo 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

⁶⁰ Geosyntec Consultants, Technical Memorandum, Current State-of-Practice for PCBs-Containing Building Materials in California. May 9, 2017.

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.

4.10.1.2 *Existing Conditions*

AEI conducted a review of aerial photographs, Sanborn Fire Insurance Maps, and agency records to obtain information about the historical uses of the project site. *AEI* also reviewed regulatory records from local and state agencies and completed a site reconnaissance to determine any potential hazardous materials conditions affecting the project site. The historical uses and on-site sources of contamination for both parcels on the project site are discussed below.

480 East 4th Avenue

Historical Uses

The 480 East 4th Avenue parcel was used for residential purpose from at least 1888 until 1891. By 1907, an electrical substation was located on the western portion of the property, and remained until at least 1908. Circa 1908, the property was developed with a lumber planing mill⁶¹, and operations were conducted until approximately 1990. The electrical substation was replaced with a warehouse by 1920. From 1920 to 1956, the site was occupied by the lumber planing mill, warehouse, and a dwelling. From 1961 to circa 1990, the site was occupied by the lumber planing mill and gas station/car wash. In 1998, the property was a parking lot and improved with a commercial building, which was demolished in 2010. From at least 2013 through 2014, the property was developed with a temporary fire station, which has since been removed.

On-Site Sources of Contamination

No Recognized Environmental Conditions (RECs) were identified for the 480 East 4th Avenue parcel. A 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.

The Phase I ESA also identified one controlled recognized environmental condition (CREC) on the site. A CREC refers to a REC resulting from 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. The CREC is discussed below.

- According to documentation reviewed during the course of the Phase I ESA, the 480 East 4th Avenue property operated as a lumber planing mill, beginning circa 1910. Reportedly, the subject property was later redeveloped and used as a service station and car wash for approximately 30 years, which was demolished in the early 1980s. Two 4,000-gallon gasoline underground storage tanks (USTs) were removed from the northwestern portion of the property in 1985; however, no documentation is available regarding removal of the USTs.

⁶¹ A lumber planing mill is a facility that takes cut and seasoned boards from a sawmill and turns them into finished dimensional lumber.

On October 1, 1990, a 250-gallon diesel UST was removed from the eastern portion of the property. Two soil samples were collected beneath the UST and a composite sample was collected from the stockpile soil; all samples were analyzed for total petroleum hydrocarbons as gasoline (TPHg) and benzene, toluene, ethylbenzene, and xylene (BTEX) compounds. TPHg was not detected in any of the samples; benzene and xylenes were reported at maximum concentrations of 0.013 and 0.0072 mg/kg, respectively. San Mateo County issued a No Further Action letter for this UST on January 14, 1991.

In February 1995, six soil borings were advanced in the vicinity of the former 4,000-gallon USTs to maximum depths of 20 feet bgs. TPHg, TPH as diesel (TPHd), and benzene were reported at maximum concentrations of 140 mg/kg, 52 mg/kg, and 0.24 mg/kg, respectively, and an Unauthorized Release Report was subsequently completed (listed as 400 South Claremont Street). Later in 1995, two groundwater investigations were conducted, including the installation of one groundwater monitoring well (MW-1) and six temporary monitoring points. TPHg and benzene were reported at maximum concentrations of 78,000 µg/L and 4,100 µg/L, respectively, with the highest concentrations in the vicinity of the former gasoline USTs. An additional groundwater monitoring well (MW-2) was installed in February 1997, along with two soil borings. Groundwater monitoring well MW-2 was located to the east of, and hydrologically down-gradient, of the former gasoline USTs.

A sump⁶² was removed from the western portion of the property in January 1997. Upon removal, an inspection noted no visible cracks, but a fresh hole was apparent. Twelve drums were also present at the property, which reportedly contained solids generated by the contractor from emptying the sump prior to excavation. The contents of the drums were profiled, and transported for off-site disposal as hazardous materials based on elevated concentrations of lead.

The property was subsequently redeveloped in 1998 with an asphalt-paved parking lot and commercial building. In April 1998, an oxygen-releasing compound (ORC) was installed in groundwater monitoring well MW-1. Groundwater monitoring was conducted through 2000. A soil gas survey was conducted in August 2001, consisting of two soil vapor points, with soil gas samples collected at depths of three feet bgs and six feet bgs from each probe. TPHg and BTEX were not detected in any of the samples analyzed.

Based on what was considered adequate delineation, removal of the source, and lack of migration to the down-gradient well (MW-2) the San Mateo County Human Services Agency closed the case on November 21, 2002. At the time of case closure, elevated concentrations of TPHg and benzene remained in groundwater monitoring well MW-1 at concentrations of 18,700 µg/L and 2,900 µg/L, respectively. The case closure letter indicates that residual contaminated soil and groundwater remain at the property, and the San Mateo County Building Department and Environmental Health Division must be contacted prior to change in use of the property or development of the property. The former release case, and associated closure with notification requirements, is considered a controlled recognized environmental condition. In addition, the elevated concentrations of benzene in groundwater exceed applicable screening levels for the evaluation of vapor intrusion to indoor air

⁶² A sump is a low space that collects often undesirable liquids such as water or chemicals.

(RWQCB Environmental Screening Levels [ESLs]), and may pose an unacceptable risk to future occupants of the property.

No Historical Recognized Environmental Conditions (HRECs) were identified for the 480 East 4th Avenue parcel. A 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.

The Phase I ESA identified one Other Environmental Consideration (OEC) for the 480 East 4th Avenue site. OECs warrant discussion, but do not qualify as RECs as defined by the ASTM Standard Practice E1527-13. These include, but are not limited to, de minimis conditions and/or environmental considerations such as the presence of ACMs, lead based paint, radon, mold, and lead in drinking water, which can affect the liabilities and financial obligations of the client, the health and safety of site occupants, and the value and marketability of the subject property. The OEC identified at the property is discussed below.

- The western portion of the property was historically developed with the San Mateo Electrical Light Company facility in 1897, the Consolidated Light and Power Company substation in 1901, and the United Gas and Electric Company substation in 1908. By 1920, this portion of the property was redeveloped with a Pacific Gas and Electric company warehouse. Based on the date of operations, the equipment used in the substation may have contained PCBs. No additional information is available to determine the length of time the substation remained on the property, or whether a subsurface investigation and/or remediation occurred in this area of the property to address PCBs. According to the regulatory database report, PG&E manifested 1.5 tons of PCB-containing waste in 2002; no additional information is available regarding the removal of PCB-containing wastes. Based on the assumed limited duration of operations, the former use of this portion of the property as an electrical substation is not expected to represent a significant environmental concern.

The Phase I ESA included a site reconnaissance of the property, during which *AEI* identified a pad-mounted transformer on the property. Toxic PCBs were commonly used historically in electrical equipment such as transformers, fluorescent lamp ballasts, and capacitors. The transformer on the property did not exhibit evidence of spills, staining, or leaks. Based on the good condition of the equipment, the transformer is not expected to represent a significant environment concern.

Off-Site Sources of Contamination

The Phase I ESA included a review of public available information from federal, state, tribal, and local databases containing known and suspected sites of environmental contamination and sites of potential environmental significance. In determining if a listed site is a potential environmental concern to the property, the following criteria is applied to classify the site as lower potential environmental concern: 1) the site only holds an operating permit (which does not imply a release), 2) the site's distance from, and/or topographic position relative to, the subject property, and/or 3) the site has recently been granted "No Further Action" by the appropriate regulatory agency.

There are several sites in the immediate vicinity of the property which are listed on various environmental databases. These sites include 405 East 4th Avenue, 330 South Claremont Street, 500 South 4th Avenue, 344/335 East 4th Avenue, and 501 South Claremont Street. These sites were evaluated against the criteria described above; based on this criteria, none of these sites represent a significant environmental concern to the property.

400 East 5th Avenue

Historical Uses

The 400 East 5th Avenue property was used as agricultural land from at least 1888 through 1901. By 1908, the property was developed with railroad spurs, which remained until at least 1993. In 1998, the property was developed with a City of San Mateo parking lot, and the property was improved with the existing structures in 2003.

On-Site Sources of Contamination

No RECs or CRECs were identified for the 400 East 5th Avenue property. One OEC was identified, which is discussed below.

- Based on a review of historical sources, the property was developed with railroad spurs from at least 1908 until 1993, and an electrical substation has been adjacent to the northeast of the property since at least the 1950s. Railroad tracks and spurs represent environmental concerns due to the historical application of oils containing PCBs, herbicides, and arsenic for pest and weed control, as well as the potential presence of creosote⁶³ on the rail ties, and the historical common practices of using coal cinders for track fill material.

Due to the age of the structures on the property (constructed in 2003), it is unlikely that they contain ACMs or lead based paints.

Off-Site Sources of Contamination

The Phase I ESA included a review of public available information from federal, state, tribal, and local databases containing known and suspected sites of environmental contamination and sites of potential environmental significance. The same criteria described previously were used to determine whether a listed site in the vicinity presents an environmental concern to the property.

Listed sites in the vicinity of the 400 East 5th Avenue property include 400 East 4th Avenue/421 East 5th Avenue/400 South Claremont Street (including portions of the project site), 608 South Railroad Street, 621 South Railroad Street, 317 6th Street, 316 6th Street, and 501 South Claremont Street. These sites were evaluated against the criteria described above; based on this criteria, none of these sites represent a significant environmental concern to the property.

⁶³ Creosote is the name used for a variety of products that are mixtures of many chemicals. Creosote from coal tar is the most common form of creosote at hazardous waste sites in the United States; coal tar creosote is released to water and soil mainly as a result of its use in the wood preservation industry.

During the site reconnaissance, pad-mounted and subsurface transformers were observed on adjacent sites. Based on the good condition of the equipment, the transformers are not expected to represent a significant environmental concern. Additionally, an electrical substation was observed adjacent to the northeast of the property. Based on a Limited Phase II investigation conducted at the property in 1997, the adjacent substation is not expected to represent a significant environmental concern.

Limited Phase II Subsurface Investigation

A Limited Phase II Subsurface Investigation (Phase II) was completed for both parcels to characterize the current conditions of the site, assess shallow soil conditions related to known releases from former USTs, assess potential soil impacts from the former electrical substation and railroad spurs, and evaluate the vapor intrusion pathway at the 480 East 4th Avenue property.

The Phase II included collecting soil/soil gas samples at 18 locations throughout the project site. A total of nine soil borings were advanced across the 400 East 5th Avenue property to assess the subsurface for potential impacts associated with the former railroad spurs and adjacent substation. A total of nine soil borings were advanced across the 480 East 4th Avenue to assess the subsurface for potential impacts associated with the former UST release; both soil and soil gas samples were collected in these borings. Soil borings were advanced to depths between four and 24 feet bgs. Soil samples from the 400 East 5th Avenue parcel were analyzed for TPHg, TPHd, TPH as motor oil (TPHmo), Semivolatile Organic Compounds (SVOCs), PCBs, and RCRA 8 Metals. Soil samples from the 480 East Fourth Avenue parcel were analyzed for PCBs and VOCs and the soil gas samples were analyzed for VOCs and helium. During the investigation, no groundwater was encountered to the maximum depth explored; as such, soil samples were collected from the bottom of the borehole in lieu of groundwater samples.

The results of the laboratory analysis were compared to applicable RWQCB ESLs for commercial and residential land use scenarios, assuming an exposure pathway for direct contact and vapor intrusion. Arsenic concentrations were compared to background levels of arsenic at the project's location based on Geochemical and Mineralogical Maps for the Conterminous United States by USGS. Based on the results of the investigation, the concentrations of contaminants investigated were each below the referenced ESLs and no further investigation was warranted.

Environmental Site Characterization

An Environmental Site Characterization (ESC) was completed for both parcels to review past and present land use practices, site conditions, and neighboring property land uses to independently evaluate the environmental conditions at the site and to confirm the applicability of the conclusions and recommendations provided in the existing previous reports. Consistent with the previous studies discussed, the ESC concluded that the previous land uses at the sites included residential units, a lumber planning mill, and a car wash and maintenance facility, temporary fire station, as well as parking lot areas. The fire station was not used for on-site fire suppression purposes. The site has supported parking spaces from the early 1980s to present day.

Langan compared the soil and soil vapor analytical results from the Limited Phase II Subsurface Investigation to the latest, January 2019 RWQCB ESLs, which are in most cases more conservative than the 2016 ESLs. In addition, Langan recommended further investigation to vertically delineate

soil for proposed redevelopment. Based on the new (2019) regulatory guidance, Langan also recommended deeper soil vapor sampling and/or groundwater sampling to adequately characterize the previously detected PCE soil vapor impacts. Between 11 September and 13 September 2019, and 23 November 2019, a total of 25 exploratory borings (EB-1 through EB-21, EB-01N, EB-01E, EB-01S, EB-01W) were advanced to depths from approximately five to 30 feet bgs. Two grab groundwater samples were collected from the following boring locations: EB-6-GW, and EB-11-GW. EB-16 was drilled to a depth of 30 feet bgs, but groundwater was not encountered, therefore no sample could be collected.

Five temporary soil vapor points were installed and samples were collected at approximately five feet bgs and 19 feet bgs at boring locations EB-1, EB-5, EB-9, EB-12, EB-19. The soil vapor sampling was conducted in general accordance with procedures established by the DTSC Advisory for Active Soil Gas Investigations dated July 2015.

Soil Analytical Results

TPHd was detected above the laboratory reporting limits at concentrations ranging from 2.02 mg/kg to 314 mg/kg in 21 of the 34 samples analyzed. The detected concentration of 314 mg/kg in EB-18-1.5, exceeded the residential non-cancer hazard exposure limit of 260 mg/kg for shallow soils. None of the other detected concentrations of TPHd were above the screening limits.

Soluble Threshold Limit Concentration (STLC) lead was detected in samples EB-4-0.5 at a concentration of 73.4 milligrams per liter (mg/L), which exceeds the Class I non-Resource Conservation and Recovery Act (RCRA) State of California hazardous waste criteria of 5 mg/L.

Groundwater Analytical Results

PCE was detected at 85 µg/L and 23 µg/L in EB-6-GW and EB-11-GW, respectively, exceeding the residential ESL of 0.64 µg/L. TCE was detected at 4.7 µg/L and 2.4 µg/L in EB-6-GW and EB-11-GW, respectively, exceeding the residential ESL of 1.2 µg/L.

Soil Vapor Analytical Results

During the September 2019 sampling event, 23 VOC compounds were detected above their respective laboratory reporting limits, including 1,1,1-trichloroethane, 1,2,4-trimethylbenzene, 1,3-dichlorobenzene, 2-hexanone, 2-propanol, 4-ethyltoluene, acetone, benzene, carbon disulfide, chloroform, cis-1,2-dichloroethene, ethyl acetate, hexane, MEK, methyl tert-butyl ether (MTBE), tert-butanol, tetrachloroethylene, trichloroethylene, toluene, and xylenes (m, p, o).

Benzene was detected in seven soil vapor samples at concentrations ranging from 4.7 µg/m³ to 12 µg/m³, which exceeds the residential cancer risk vapor intrusion ESL₂ of 3.2 µg/m³. Chloroform was detected in soil vapor sample EB-5-SV at a concentration of 81 µg/m³, which exceeds the residential cancer risk vapor intrusion ESL of 4.1 µg/m³ and commercial/industrial cancer risk vapor intrusion ESL of 18 µg/m³. PCE was detected in two soil vapor samples (EB-1S-SV and EB-12D-SV) at concentrations of 15 µg/m³ and 110 µg/m³, respectively, which is at or above the residential cancer risk vapor intrusion ESL of 15 µg/m³ (in EB-12D-SV) and the commercial/industrial cancer risk vapor intrusion ESL of 67 (in EB-1S-SV). The remaining VOCs in soil vapor were below their respective 2019 ESLs.

The analytical results from the September sampling event indicated the presence of PCE above residential screening criteria in one soil vapor sample, EB-1. Elevated levels of PCE was also detected in the two groundwater samples collected at the site. To further evaluate the detections of PCE, step out soil vapor samples were collected 10-feet east, north, south and west of EB-1, at a depth of 5-feet bgs. Since there were higher reporting limits noted on shallow samples from EB-5 and EB-12, resampling was conducted at those two locations.

PCE was detected in all four step-out samples collected around EB-1, at concentrations at or exceeding the cancer risk vapor intrusion residential ESL. Benzene was detected in all six soil vapor samples at concentrations ranging from 2.7 µg/m³ to 20 µg/m³, exceeding the cancer risk vapor intrusion ESL.

Airports

The project site is located approximately 3.7 miles southeast of the San Francisco International Airport. It is located beyond the outer boundary of safety compatibility zones, and outside of the CNEL noise contours for the airport, as delineated in the Comprehensive Airport Land Use Plan (CLUP).⁶⁴

Wildfires

The project site is located in a highly urbanized area of downtown San Mateo. Wildfire fuels, such as dry grasses, shrub-scrub vegetation cover, or forest, do not occur on-site or adjacent to the site. Without fuels there is no potential for wildfire. Additionally, according to the California Department of Forestry and Fire Protection, the project site is not located in a very high fire hazard severity zone.^{65,66}

4.10.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 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.

⁶⁶ California Department of Forestry and Fire Protection. *San Mateo County: Fire Hazard Severity Zones in SRA*. November 2007.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Operation of the proposed project would likely include the on-site use and storage of cleaning supplies and maintenance chemicals in small quantities. The small quantities of cleaning supplies and maintenance chemicals used on-site would not post a risk to adjacent land uses. The project would not create a significant hazard to the public or environment due to the use, transport or storage of these chemicals. **(Less than Significant Impact)**

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)

Project Construction

As discussed in *Section 4.9.1.2, Existing Conditions*, the historical uses of the 480 East 4th Avenue parcel include residential uses, an electrical substation, a lumber planing mill/warehouse, gas station/car wash, and a temporary fire station. The historical uses of the 400 East 5th Avenue parcel

include agricultural land and railroad spurs. The Phase I ESA prepared for the 480 East 4th Avenue parcel found one CREC (related to UST removal/release) and one OEC (related to PCB-containing waste from the former electrical substation on-site) present on the site. The Phase I ESA prepared for the 400 East 5th Avenue parcel found one OEC (related to the former railroad spurs and adjacent electrical substation). Both Phase I ESAs recommended the implementation of Soil and Groundwater Management Plan during site development. A Phase II was completed at the site to further characterize the subsurface conditions of the site (both parcels) and identify any hazardous materials conditions which could affect the proposed redevelopment.

An ESC was completed for both parcels in February 2020 to document past studies and to further investigate soil conditions at the sites. The soil vapor analytical results indicate that VOC compounds benzene, chloroform, and PCE were detected at concentrations exceeding their respective 2019 RWQCB ESLs for vapor intrusion, specifically in the samples collected from 480 East Fourth Avenue parcel. Additionally, the groundwater analytical results indicate the presence of VOC compounds, specifically PCE, above current ESLs. Benzene and chloroform were detected in the soil vapor samples. Chloroform and PCE were detected at low levels in the groundwater samples. Because these VOC compounds were not detected in soil samples collected from the site, the contamination is likely associated with an off-site source.

As part of the ESC, Langan evaluated the potential for petroleum related VOCs in soil vapor to naturally biodegrade beneath the site. Generally, petroleum related VOCs biodegrade rapidly under aerobic conditions, and if biodegradation is complete, it produces only water and carbon dioxide. No significant concentrations (greater than 100 mg/kg) of TPHg were detected in the shallow fill zone (less than six feet bgs). In addition, oxygen was detected at a concentrations up to 13%V at 19 feet bgs, which suggests a bioattenuation zone is present beneath the site. Given the concentration of oxygen and vertical separation distance, there is a potential for petroleum related VOCs (benzene) to biodegrade beneath the site.

Impact HAZ-2.1: Construction and demolition activities could expose construction workers to potentially unacceptable health risks from contaminated groundwater and soil vapor. **(Significant Impact)**

Mitigation Measures: The proposed project shall implement the following measures to ensure impacts to construction workers and adjacent uses do not occur during site redevelopment.

MM HAZ-2.1: One or more environmental cleanup plan(s) and a model Health and Safety Plan (HASP), to be adopted by project contractors, shall be approved by an environmental agency of applicable jurisdiction prior to issuance of a grading permit for proposed construction. The environmental cleanup plan(s) shall establish the measures to safely remove and or mitigate significant environmental health and safety risks (short- and long-term) potentially posed to future site users by the presence of hazardous materials in existing fill, contaminated groundwater, and soil gas beneath the site. Such environmental mitigation and or remediation approaches and techniques may include, among others, excavation of impacted media for disposal at appropriately permitted landfill facilities, engineered barriers to minimize exposure to hazardous

materials. The environmental cleanup plan shall also include truck routes to avoid significant pedestrian, remediation-related truck traffic.

The HASP, which will be adopted and implemented by the general contractor and its subcontractors, will be prepared by an appropriately credentialed individual and outline proper soil and groundwater handling procedures and other health and safety requirements for the protection of workers handling hazardous materials in fill and contaminated groundwater during construction. The HASP shall be consistent with the worker protection requirements of the Cal/OSHA Title 8 regulations for the protection of worker safety. The HASP shall also include measures and protocols for the protection of the public's environmental health which shall include among others: management of stockpiles and on site soils to prevent the mobilization of particulate matter (e.g., through windblown dust, soil tracked-out through trucks or other construction vehicles); and retention of construction water onsite.

The presence of hazardous materials in fill and contaminated groundwater pose soil, soil gas, and groundwater management and potential health risks to be addressed as part of the Site development activities. The environmental cleanup plan(s) and/or HASP objectives will be to protect environmental health and safety by minimizing exposure to construction workers, nearby residents and/or pedestrians, and future Site users to constituents in the soil, soil gas, and groundwater.

The proposed project would demolish two existing structures which were constructed in 2003; due to the age of the structures, their demolition does not pose a risk of ACM or lead based paint exposure. By adhering to the above-listed measures, potential impacts to construction workers, adjacent uses, and future residents from soil and groundwater contamination and vapor intrusion at the project site would be reduced to a less than significant level. **(Less Than Significant With Mitigation Incorporated)**

Project Operation

As discussed under Impact HAZ-1, operation of the proposed project would not involve the use, transport, or disposal of hazardous materials. Therefore, operation of the project would not result in a hazardous materials impact. **(Less than Significant Impact)**

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)

The nearest school to the project site is Sunnybrae Elementary School, located approximately 0.3-mile east of the site. The proposed project would not result in hazardous emissions or hazardous materials being transported to and from the site, nor would hazardous waste be produced or disposed of with implementation of the project. Therefore, the proposed project would not present a risk to the

sensitive receptors located at the nearby school due to hazardous emissions, materials transport, or waste generation. **(Less Than Significant Impact)**

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)

The project site does not appear on the Cortese List (Government Code Section 65962.5). The results of the Phase I ESAs prepared for the project site indicate that the 480 East 4th Avenue parcel is listed on several environmental databases (LUST, Historic Cortese, CERS) pertaining to the closed LUST case on-site. The project would implement MM HAZ-2.1, ensuring that project construction activities are guided by an SMP/HASP, which establishes procedures for handling contaminated soil, soil vapor, and groundwater. Therefore, the listing of the parcel as a hazardous materials site would not result in a significant hazard to the public or the environment. **(Less than Significant Impact)**

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. (No Impact)

The project site is located approximately 3.7 miles southeast of San Francisco International Airport. It is located beyond the outer boundary of safety compatibility zones, and outside of the CNEL noise contour for the airport.⁶⁷ Therefore, future development of the site would not result in a safety hazard for people related to airport activities. **(No Impact)**

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. **(Less Than Significant Impact)**

⁶⁷ 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

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. (No Impact)

The proposed project site is located in a heavily urbanized area of downtown San Mateo. There are no areas susceptible to wildfire in the project vicinity. Therefore, the project would not expose people or structures to substantial risk as a result of potential wildfires. **(No Impact)**

4.10.3 Non-CEQA Effects

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.

Based on the results from the soil gas sampling activities at the subject property, the soil gas concentrations in the samples collected from the 480 East 4th Avenue parcel slightly exceed the established human health risk-based environmental screening levels for residential exposure. The proposed project includes construction of a residential apartment building. The following conditions of approval would be required for project implementation to reduce risks to future residents of the site.

Condition of Approval:

- The project applicant shall, to the extent required by DTSC, install vapor barriers and/or passive venting beneath the proposed residential building on the 480 East 4th parcel to the satisfaction of DTSC. To the extent so required, the applicant shall include the improvement on the project plans prior to issuance of the Foundation and/or Superstructure permit, whichever comes first.

Due to lack of significant detections, the at-grade five-story parking garage on the 400 East Fifth Avenue parcel does not require vapor mitigation.

4.11 HYDROLOGY AND WATER QUALITY

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Overview

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 EPA and the 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 RWQCBs. The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Federal and State

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.

Dam Safety Act

Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail.⁶⁸ Because dam failure that results in downstream flooding may affect life and property, dam safety is regulated at both the federal and state levels. In accordance with the state Dam Safety Act, dams are inspected regularly and detailed evacuation procedures have been prepared for each dam.

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) and SWPPP must be prepared by a qualified professional prior to commencement of construction. 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.

⁶⁸ State of California. 2013. *2013 State Hazards Mitigation Plan*. Accessed October 3, 2019.
http://hazardmitigation.calema.ca.gov/plan/state_multi-hazard_mitigation_plan_shmp.

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.⁶⁹ 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.

Local

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

⁶⁹ MRP Number CAS612008

development, and municipal operations. The program also includes a target pollutant reduction strategy and monitoring program

City of San Mateo General Plan

The San Mateo General Plan contains the following policies related to stormwater drainage.

Policies	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. <ol style="list-style-type: none">1. Prevent water pollution from point and non-point sources.2. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development.3. Encourage the use of drought-tolerant and native vegetation in landscaping.

San Mateo Municipal Code

Chapter 7.39 in the San Mateo Municipal Code addresses stormwater management and the control of non-stormwater discharges in the City of San Mateo. Included in this section is the City's requirement for a SWPPP, consistent with the State Water Resources Control Board's NPDES Construction General Permit requirements and in coordination with the SMCWPPP.

4.11.1.2 *Existing Conditions*

The project site includes a 1.16-acre parcel (480 East 4th Avenue) and a 1.25-acre parcel (400 East 5th Avenue) located in downtown San Mateo. The site is developed with two surface parking lots, jointly containing a total of 234 parking spaces, and the Worker Resource Center, located at the southern end of the 400 East 5th Avenue parcel.

Hydrology and Drainage

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City. The City of San Mateo is divided into four (4) major drainage basins: the North Shoreview Pump Stations (also referred to as the North San Mateo complex), San Mateo Creek complex, the Marina Lagoon complex, and the Third and Detroit watershed, which are each comprised of numerous stream channels, culverts, and storm drainage piping systems.

The site is largely paved over, although there is minimal landscaping present in parking lot medians and along the site perimeter. As it exists, the project site is approximately 90 percent impervious and ten percent pervious. Stormwater from the site typically flows into the City's existing storm drains in East 5th Avenue, South Claremont Street, and East 4th Avenue, which convey stormwater flows to the City's stormwater system. The project site is within the San Mateo Creek drainage basin, which drains directly to the San Francisco Bay.

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 bay, however, the direction in groundwater flow patterns may vary due to the relatively flat topography. During test borings at the project site, groundwater was measured between depths of 19 and 30 feet bgs. Based on the groundwater conditions encountered and available historic groundwater information of the site vicinity, the high groundwater level at the site is estimated at 11 feet bgs.⁷⁰ The groundwater level at the site is expected to fluctuate several feet seasonally, depending on the amount of annual rainfall.

Flooding

The nearest creeks to the project site are San Mateo Creek, located approximately 0.3-mile northwest of the site, and Leslie Creek, located approximately 0.7-mile southeast of the site. Both of these creeks are channelized above or below ground in the area of the project site. Both of these creeks flow easterly towards the San Francisco Bay, which is located approximately 1.2 miles east of the project site.

The site is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X, which is defined as “areas determined to be outside the 0.2% annual chance floodplain.”⁷¹

Dam Failure

There are five dams that present potential flood risks to the City of San Mateo. These dams are Crystal Springs, San Andreas, Laurel Creek and East Laurel Creek, and Tobin Creek (located in Hillsborough, CA). Dam hazard maps included in the City of San Mateo General Plan EIR (Figure S-4) show that the project site is within the Lower Crystal Springs dam failure inundation hazard zone.

Sea Level Rise

Global climate change has the potential to cause sea level rise, which can inundate low-lying areas. Although there is significant uncertainty as to the rate of sea level rise and the extent at which it will occur, various mapping and modeling tools are available which show the areas which are most prone to inundation from sea level rise. According to the Adapting to Rising Tide’s (ART) Bay Area Sea Level Rise and Shoreline Analysis Maps⁷² and the ABAG Resiliency Program’s sea level rise viewer⁷³, the project site would not be inundated by future sea level rise of up to eight feet, which

⁷⁰ Rockridge Geotechnical, Inc. *Geotechnical Investigation Report – Proposed Residential Development – 480 East 4th Avenue and 400 East 5th Avenue – San Mateo, California*. December 12, 2018.

⁷¹ Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06081C0154G*. Map. Effective Date: April 5, 2019. <https://msc.fema.gov/portal/home>

⁷² Adapting to Rising Tides. “ART Bay Area Sea Level Rise and Shoreline Analysis Maps”. <http://www.adaptingtorisingtides.org/project/regional-sea-level-rise-mapping-and-shoreline-analysis/>. Accessed October 3, 2019.

⁷³ Association of Bay Area Governments – Resilience Program. “Sea Level Rise Viewer”. <https://coast.noaa.gov/slr/>. Accessed October 3, 2019.

represents a highly conservative estimate. The project site has a surface elevation of approximately 27 feet above sea level, and would not be affected by this projected increase.

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 landsliding into or beneath the water body.

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.

In the City of San Mateo, these tsunami and seiche events are most hazardous in the shoreline areas. Since the site is approximately 1.2 miles from the San Francisco Bay and is not immediately adjacent to the Bay, the site will not likely be subject to inundation due to seiches and tsunamis.

4.11.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. 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 proposed project would disturb approximately 2.41 acres, which is above the one-acre threshold requiring compliance with the State of California Construction General Permit.

The proposed project would be required to comply with the NPDES General Permit for Construction Activities due to the scale of soil disturbance. A NOI and SWPPP would be prepared by a qualified professional prior to commencement of construction. Additionally, the proposed project would be required to comply with Chapter 7.39 of the San Mateo Municipal Code, thereby ensuring it complies with local and regional regulations regarding the reduction of pollutants in stormwater.

Conditions of Approval: The following conditions, 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:

- 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:

- Avoid or minimize excavation and grading activities during wet weather, unless the City approves a winter erosion control plan submitted by the applicant.
 - 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.
 - Protect existing storm drain inlets in the project area from sedimentation with filter fabric fences gravel bags block and gravel filters.
 - Cover and stabilize stockpiled soil and materials with tarps, geotextile fabric, hydroseeding and/or erosion control blankets
 - Install berms or silt fencing around stockpiled materials to prevent stormwater runoff from transporting sediment off-site
- The applicant shall comply with the Stormwater Pollution Prevention Program (STOPPP) Construction permit requirements and prepare a Stormwater Pollution Prevention Plan (SWPPP) (San Mateo Municipal Code Section 7.39).
 - The project does not propose substantial excavation and is not expected to encounter groundwater; however, groundwater levels at the site are relatively shallow and the project could require dewatering of subsurface groundwater during construction. In accordance with the City's Municipal Code (SMMC 7.38.150), the Director of Public Works may approve the discharge of ground waters to the sanitary sewer if the source is deemed unacceptable by State and Federal authorities for discharge to surface waters of the United States, whether pretreated or untreated, and for which no reasonable alternative method of disposal is available. Following the verification of the applicable local, state and/or federal approvals, a Discharge Plan will be approved and monitored by the Public Works Department.

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

Post-Construction Impacts

The project proposes to demolish the existing surface parking lots and existing buildings (Worker Resource Center) and redevelop the site with a 225-unit apartment building (480 East 4th Avenue) and a five-story parking garage (400 East 5th Avenue) connected by a pedestrian bridge. The proposed project would slightly reduce the amount of impervious surfaces and increase the amount of pervious surfaces on the site. Impervious surfaces would consist of rooftops and hardscape. Pervious surfaces would consist of landscaping and bioretention areas. The project would replace more than 10,000 square feet of impervious surfaces; therefore, the project is required to design and construct stormwater treatment controls to treat post-construction stormwater runoff in accordance with Provision C.3 of the MRP.

The MRP allows LID reduction credit for urban infill and transit-oriented projects meeting certain criteria ("Special Projects"). Because the project is transit oriented and high density the project

qualifies as a Special Project and would be eligible for a 65 percent LID reduction. The project proposes the use of mechanical filter devices to provide 55 percent of the required onsite runoff treatment; the remaining 45 percent would be provided in bioretention areas and other approved forms of LID treatment on the 480 East 4th Avenue parcel.

The following conditions of approval, based on RWQCB requirements and City of San Mateo Standard Conditions of Approval, shall be implemented by the project in order to reduce potential post-construction water quality impacts:

Conditions of Approval:

- The project shall comply with all City of San Mateo’s ordinances, policies, and processes regarding the post-construction treatment of stormwater runoff. Specifically, a Stormwater Management Plan (SWMP) will be developed, prior to issuance of building permits for project construction, to ensure compliance with City of San Mateo and MRP requirements. The SWMP will meet the criteria for stormwater protection outlined in the San Mateo Countywide Water Pollution Prevention Program C.3 Stormwater Technical Guidance.

The project shall implement site design and source control BMPs for minimizing the volume of runoff and pollution in runoff to the extent practicable, per the MRP. These BMPs may include the following:

- Disconnected downspouts that are directed into landscape areas;
- Minimization of impervious surfaces and increased use of permeable pavement where feasible;
- Location of all storm drain inlets to be stenciled with, “No Dumping! Flows to Bay” to discourage illegal dumping;
- Location and design of trash enclosures (all shall be covered) and materials handling areas;
- Use of effective, site-specific erosion and sediment control methods during post-construction periods.

By adhering to the standard conditions described above and complying with the 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)

Groundwater levels under the project site are approximately 11 feet bgs. It is not expected that the project would require any dewatering of groundwater because no subsurface levels are proposed. The proposed project would not establish new groundwater sources or result in a substantial depletion of aquifers relied upon for local water supplies. For these reasons, the proposed project would not result in a significant groundwater impact. **(Less Than Significant Impact)**

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)

The proposed project would demolish two existing structures and two surface parking lots on the site and redevelop the site with a 225-unit residential building and five-story parking structure, connected by a pedestrian bridge over East 5th Avenue. The project would result in 86,740 square feet of impervious surfaces and 18,320 square feet of pervious surfaces. The existing site is largely impervious and the amount of surface runoff generated by the proposed project would incrementally decrease when compared to current conditions.

The proposed development would not substantially alter the existing drainage pattern of the site by adding impervious surfaces or altering the course of a waterway. The project would be required to manage erosion during construction in accordance with the City's Site Development Code 23.40.040 (refer to Impact GEO-2) and the Construction General Permit. Stormwater runoff from the project's impervious surfaces would be directed towards mechanical treatment filters located on the 400 East 5th Avenue parcel and bioretention areas and other approved forms of LID treatment on the 480 E. 4th Avenue parcel. The project's stormwater treatment system would reduce the rate of stormwater runoff entering the City's storm drainage system. Because the project is anticipated to result in reduced runoff volumes compared to the existing development on the site, it is not expected to negatively impact the capacity of the existing public storm drain system. Additionally, 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. **(Less than Significant Impact)**

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)

The project site is designated as a Flood Zone X, located in an area outside of the 0.2 percent chance floodplain. Neither housing nor structures will be placed in a 100-year flood hazard area.

The proposed project is located within the dam failure inundation area for the Lower Crystal Springs dam. In the event of collapse of the Lower Crystal Springs Reservoir, the project site would be detrimentally impacted by inundation from the released flows; however, the California Division of Safety of Dams (DSOD) reviews and annually inspects dams statewide for potential failure in the event of major seismic activity. The DSOD has evaluated the Lower Crystal Springs dam for potential failure during an earthquake with a maximum magnitude of 8.3 on the Richter scale, and

determined that potential for dam failure would be low.⁷⁴ Although the potential for inundation from dam failure remains, it is highly unlikely. Furthermore, the project would not exacerbate the risk of dam failure.

The project site is not located adjacent to any large bodies of water (i.e., the San Francisco Bay), nor is the project located within a designated tsunami inundation zone. Seiches and tsunamis would be unlikely to affect the project due to its location approximately 1.2 miles inland from the San Francisco Bay. For this reason, and those discussed above, the proposed project would not risk release of pollutants due to project inundation. **(Less than Significant Impact)**

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.⁷⁵ Thus, the proposed project would not conflict with a sustainable groundwater management plan.

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. **(Less than Significant Impact)**

⁷⁴ County of San Mateo. *Hazard Vulnerability Assessment*. January 2016.

⁷⁵ California Department of Water Resources. "Basin Prioritization". <https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization>. Accessed October 7, 2019.

4.12 LAND USE AND PLANNING

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

City of San Mateo 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:

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

Various policies and actions of the City of San Mateo 2030 General Plan have been adopted for the purpose of avoiding or mitigating land use impacts resulting from planned development within the City, including the following:

Policies	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 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.

Policies	Description
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.
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 2.4	Establish Downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.
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.

City of San Mateo 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.

Policies	Description
I.3	Establish the 3 rd & 4 th 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) 3 rd /4 th 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.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: <ul style="list-style-type: none"> a. Public parking at 5th and Railroad Avenues in combination with redevelopment of the site at 4th, 5th and Railroad (former Kinko's site). b. 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. c. 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.

4.12.1.2 *Existing Conditions*

The project site includes a 1.16-acre parcel (480 East 4th Avenue) and a 1.25-acre parcel (400 East 5th Avenue) located in downtown San Mateo. The site is developed with two surface parking lots, jointly containing a total of 234 parking spaces, and the Worker Resource Center, located at the southern end of the 400 East 5th Avenue parcel. The project site is bordered by commercial uses on the north and east sides and office uses on the south. Immediately adjacent to the east of the 400 East 5th Avenue is a PG&E substation. Single-family residential neighborhoods are located beyond the adjacent commercial uses to the east. The railroad right-of-way is located immediately south and west of the site and across the railroad is the eastern border of the City's downtown core. The Caltrain Downtown Station is located approximately ¼-mile northwest of the site.

The project site has a General Plan land use designation of *Downtown Retail Core Support*, and is zoned *CBD/S-Central Business District Support*. Across the railroad tracks to the west of the site, the land use designation changes to *DC Downtown Retail Core* and is zoned *CBD Central Business District*, reflecting the site's location on the edge of San Mateo's downtown. Immediately south of the site the land use designation is *Executive Office*. Across the railroad tracks and southwest of the site, the land use designation is *Service Commercial*.

The *Downtown Retail Core Support* land use designation is intended to provide adequate commercial uses to both support traditional downtown (Central Business District) uses as well as serve adjacent residential neighborhoods. The area east of the railroad tracks, generally between 1st and 5th Avenues, is intended to serve as a link between the Gateway and retail core. Commercial uses shall be the same as those generally in the retail core, however, some uses, such as automobile service stations, may be permitted in order to serve downtown employees, customers and residents. Residential uses are also encouraged within this designation at a maximum density of 50 units per acre.

4.12.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The proposed project would redevelop the site with a 225-unit, seven-story residential building and a five-story parking structure connected by a pedestrian bridge. The pedestrian bridge would connect the two buildings over 5th Avenue. The 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 inhibit the movement of residents throughout nearby neighborhoods. **(Less than Significant Impact)**

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 Compatibility Impacts

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 residential uses and disturb the patrons of adjacent businesses (Refer to *Section 4.13, Noise and*

Vibration and *Section 4.3 Air Quality* of this Initial Study). The proposed project would include measures that would reduce potential impacts from these activities to a less than significant level. After construction activities cease, the proposed buildings would be compatible with the nearby residential, commercial, and office uses and would not result in significant environmental impacts due to operational activities (Refer to *Section 4.13, Noise and Vibration* of this Initial Study for a discussion of the operational noise effects of the parking garage).

The proposed use of the project site, as a residential building and parking structure, would not substantially conflict with surrounding land uses. Therefore, the proposed project would not result in a significant land use impact due to incompatibility with surrounding land uses. **(Less Than Significant Impact)**

Consistency with Plans and Policies

As proposed, the project would exceed the density allowed under the *Downtown Retail Core* General Plan designation (36-50 du/ac). The existing land use designation would allow for a total of 120.5 dwelling units on the site; however, the project is proposing 100 percent affordable housing units to low income families and is located within 1/2 mile of a major transit stop and therefore qualifies for unlimited density under California Government Code Sections 65915 – 65918.

By proposing high density residential uses within an urbanized area in proximity to local and regional transit connections, the proposed project would be generally consistent with the City's General Plan policies related to reducing transportation emissions and increasing alternative transportation mode shares. The proposed project would not require an amendment to the General Plan and would be consistent with General Plan growth assumptions. For these reasons, the proposed project would not conflict with any General Plan goals or policies intended to avoid or mitigate environmental impacts.

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. Furthermore, the project site is not subject to any adopted habitat conservation plans or natural community conservation plans. The project's consistency with plans focused on specific environmental issue areas, such as the BAAQMD 2017 CAP, the City of San Mateo CAP, and the Sustainable Streets Plan, is discussed in the relevant resource sections throughout this document. The project is located outside of the safety compatibility zones and CNEL noise contours for the San Francisco International Airport and would not conflict with policies in the adopted CLUP. Implementation of the proposed project would be consistent with established local and regional plans and policies, and the project would not conflict with any plans or policies adopted to reduce or prevent environmental impacts. **(Less Than Significant Impact)**

4.13 MINERAL RESOURCES

4.13.1 Environmental Setting

4.13.1.1 *Existing Conditions*

The project site is located in a developed urban area in the City of San Mateo. Mineral resources within San Mateo County such as limestone deposits, rock quarries and salt evaporation ponds are located in the coastal areas, mountains and baylands. There are no known mineral resources in the vicinity of the project site

4.13.2 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 will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

There are no identified mineral resources located within or adjacent to the project site. The proposed project would not result in the loss of availability of any known mineral resources. **(No Impact)**

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)

There are no identified mineral resource recovery sites located within or adjacent to the project site. The proposed project would not result in the loss of a mineral resource recovery site. **(No Impact)**

4.14 NOISE

The following discussion and analysis are based, in part, on a noise and vibration assessment prepared by *RGD Acoustics*. A copy of the report, dated May 2020 is attached to this Initial Study as Appendix H.

4.14.1 Environmental Setting

4.14.1.1 *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.⁷⁶ 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.

⁷⁶ 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} .

4.14.1.2 Regulatory Framework

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event.

Ground-borne vibration generated by train passbys can propagate into nearby buildings and cause perceptible vibration in the floors and walls of residential units. This perceptible vibration can cause annoyance to the residents. The impact criteria for groundborne vibration are shown in Table 4.13-1 below. These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.13-1: Groundborne Vibration Impact Criteria			
Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event¹	Occasional Events²	Infrequent Events³
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83
Notes: (1) Frequent events = More than 70 events per trip (most rapid transit projects) (2) Occasional events = 30 to 70 events per day (most commuter trunk lines) (3) Infrequent events = Fewer than 30 events per day (most commuter rail branch lines) Source: Federal Transit Administration. <i>Transit Noise and Vibration Assessment Manual</i> . September 2018.			

The FTA vibration impact criteria were developed for assessing new transit systems near existing land use. Table 4.13-1 lists the impact levels for various land uses depending on how often the events occur. The FTA considers an impact to occur when the vibration velocity level inside a residence from frequent events (70 or more events per day) exceeds 72 VdB². The impact levels are less stringent for less sensitive land uses or for fewer events per day. The threshold for “occasional events” (30 – 70 events per day) is 75 VdB and the threshold for “infrequent events” (fewer than 30 events per day) is 80 VdB. Since the criteria were developed for assessing new transit systems the number of events per day are correlated with typical project types such as “rapid transit” and “commuter rail”. The FTA also provides Table 4.13-2 to help understand the human response to different levels of ground-borne vibration.

Table 4.13-2: Human Response to Different Levels of Ground-borne Vibration	
Ground-borne Vibration Level	Human Response
65 VdB	Approximate threshold of perception for many humans.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find transit vibration at this level annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

U.S. Department of Housing and Urban Development

HUD Site Acceptability Standards are contained in 24CFR51 and are summarized below in Table 4.13-3. According to the HUD regulations, development in Normally Unacceptable Noise Zones require a minimum of 5 decibels additional sound attenuation for buildings having noise-sensitive uses if the Ldn is greater than 65 dBA but does not exceed 70 dBA, or a minimum of 10 dBA additional sound attenuation if the Ldn is greater than 70 dBA but does not exceed 75 dBA. Noise attenuation measures in Unacceptable Noise Zones require the approval of the Assistant Secretary for Community Planning and Development, or the Certifying Officer for activities subject to 24 CFR part 58.

HUD's regulations do not contain standards for interior noise levels. Rather a goal of DNL 45 dBA is set forth and the attenuation requirements are geared towards achieving that goal. It is assumed that with standard construction any building will provide sufficient attenuation so that if the exterior level is 65 dBA or less, the interior DNL will be 45 dBA or less.

Table 4.13-3: HUD Site Acceptability Standards		
Noise Zone	Day-Night average sound level (Ldn) (in decibels)	Special Approvals and Requirements
Acceptable	Not exceeding 65 dB	None
Normally Acceptable	Above 65 dB but not exceeding 75 dB	Special Approvals ² Environmental Review ³ Attenuation ³
Unacceptable	Above 75 dB	Special Approvals ² Environmental Review ³ Attenuation ⁵
Notes: (1) Acceptable threshold may be shifted to 70 dB in special circumstances pursuant to § 51.105(a). (2) See § 51.104(b) for requirements. (3) See § 51.104(b) for requirements. (4) 5 dB additional attenuation required for sites above 65 dB but not exceeding 70 dB and 10 dB additional attenuation required for sites above 70 dB but not exceeding 75 dB. (See § 51.104(a).) (5) Attenuation measures to be submitted to the Assistant Secretary for CPD for approval on a case-by-case basis.		

State and Local

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 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.

City of San Mateo General Plan

The City of San Mateo General Plan Noise Element contains policies that describe the process for evaluating development proposals with respect to noise levels, as well as the standards to be used in the evaluation process. The following guidelines and standards are applicable to the subject project:

Policies	Description
N 1.1	Interior Noise Level Standard. Require submittal of an acoustical analysis and interior noise insulation for all “noise sensitive” land uses listed in Table N-1 that have an exterior noise level of 60 dB (L _{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 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 4.13-4 and -5 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 (Table 4.13-4) 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 (Table 4.13-4) are adversely impacted by unacceptable noise levels [60 dB (L _{dn}) 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 (L _{dn}).
N 2.5	Promote the installation of noise barriers along the railroad corridor where “noise-sensitive” land uses are adversely impacted by unacceptable noise levels [60 dB (L _{dn}) or greater]. Promote adequate noise mitigation to be incorporated into any rail service expansion or track realignment. Study the need of depressing the rail line to eliminate at-grade crossings or other mitigation measures to decrease noise levels prior to substantial expansion of the rail service.

Table 4.13-4: Noise Sensitive Land-Use Compatibility Guidelines for Community Noise Environments¹ Day-Night Average Sound Level (Ldn), Decibels			
Land-Use Category	Normally Acceptable²	Conditionally Acceptable³	Normally Unacceptable⁴
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

Table 4.13-5: Noise Guidelines for Outdoor Activities Average Sound Level (Leq), Decibels			
Land Use Category	Normally Acceptable²	Conditionally Acceptable³	Normally Unacceptable⁴
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 (Leq) for peak hour.

City of San Mateo Municipal Code

San Mateo Municipal Code, Chapter 7.30 regulates noise generated by project construction activities. Section 7.30.060, subsection (e) 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 am and 7 pm
- Saturdays: between 9 am and 5 pm
- Sundays and Holidays: between 12 pm and 4 pm or at other such hours as authorized or restricted by the permit, so long as they meet the following conditions:
 1. No individual piece of equipment shall produce a noise level exceeding 90 dBA at a distance of 25'. 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' as possible.
 2. The noise level outside of any point outside the property plane of the project shall not exceed 90 dBA.

Section 7.30.060.e includes special provisions for construction generated noise. The specific language is repeated below.

(e) Construction. Construction, alteration, repair or land development activities which are authorized by a valid city permit shall be allowed on weekdays between the hours of seven a.m. and seven p.m., on Saturdays between the hours of nine a.m. and five p.m., and on Sundays and holidays between the hours of noon and four p.m., or at such other hours as may be authorized or restricted by the permit, if they meet at least one of the following noise limitations:

- (1) No individual piece of equipment shall produce a noise level exceeding 90 dB at a distance of 25 feet. If the device is housed within a structure or trailer on the property, the measurement shall be made outside the structure at a distance as close to 25 feet from the equipment as possible.
- (2) The noise level at any point outside of the property plane of the project shall not exceed 90 dB.
- (3) The operation of leaf blowers shall additionally comply with Chapter 10.80, Operation of Leaf Blowers. (Ord. 2013-13 § 9; Ord. 2004-16 § 1)

San Mateo County Airport Land Use Commission

The City/County Association of Governments of San Mateo County (C/CAG), acting as the Airport Land Use Commission, has adopted Comprehensive Land Use Plans (ALUCPs) for San Francisco International Airport, Half Moon Bay Airport, and San Carlos Airport. The ALUCP includes airport noise exposure information and land use policies. The project site is located within the Airport Influence Area A of the ALUCPs for San Francisco International Airport and the San Carlos Airport. The relevant policies are repeated below.

San Francisco International Airport ALUCP

- **Policy IP-1 Airport Influence Area A – Real Estate Disclosure Area.** Within Area A, the real estate disclosure requirements of state law apply. Section 11010 of the Business and Professions Code requires people offering subdivided property for sale or lease to disclose the presence of all existing and planned airports within two miles of the property. The law requires that, if the property is within an “airport influence area” designated by the airport land use commission, the following statement must be included in the notice of intention to offer the property for sale: Notice of Airport in Vicinity This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.
- **Policy NP-1 Noise Compatibility Zones.** For the purposes of this ALUCP, the projected 2020 CNEL noise contour map from the Draft Environmental Assessment for the Proposed Runway Safety Area Program shall define the boundaries within which noise compatibility policies described in this Section shall apply. Exhibit IV-5 depicts the noise compatibility zones. More detailed is provided in Exhibit IV-6. The zones are defined by the CNEL 65, 70 and 75 dB contours.
- **Policy NP-2 Airport Noise/Land Use Compatibility Criteria.** The compatibility or proposed land uses located in the Airport noise compatibility zones shall be determined according to the noise/land use compatibility criteria shown in Table IV-1. The criteria indicate the maximum acceptable airport noise levels, described in terms of Community Noise Equivalent Level (CNEL), for the indicated land uses. The compatibility criteria indicate whether a proposed land use is “compatible,” “conditionally compatible,” or “not compatible” within each zone, designated by the identified CNEL ranges.
 - “Compatible” means that the proposed land use is compatible with the CNEL level indicated in the table and may be permitted without any special requirements related to the attenuation of aircraft noise.
 - “Conditionally compatible” means that the proposed land use is compatible if the conditions described in Table IV-1 are met.
 - “Not compatible” means that the proposed land use is incompatible with aircraft noise at the indicated CNEL level.

San Carlos Airport ALUCP

- **Overflight Policy 1 – Real Estate Transfer Disclosure.** Effective as of January 1, 2004, California state statutes (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353) mandate that sellers or lessors of real property must disclose information regarding whether their property is situated within an airport influence area.

- a. These state requirements apply to the sale or lease of subdivided lands and condominium conversions and to the sale of certain existing residential property.
- b. Where disclosure is required, the state statutes dictate that the following statement shall be provided:

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

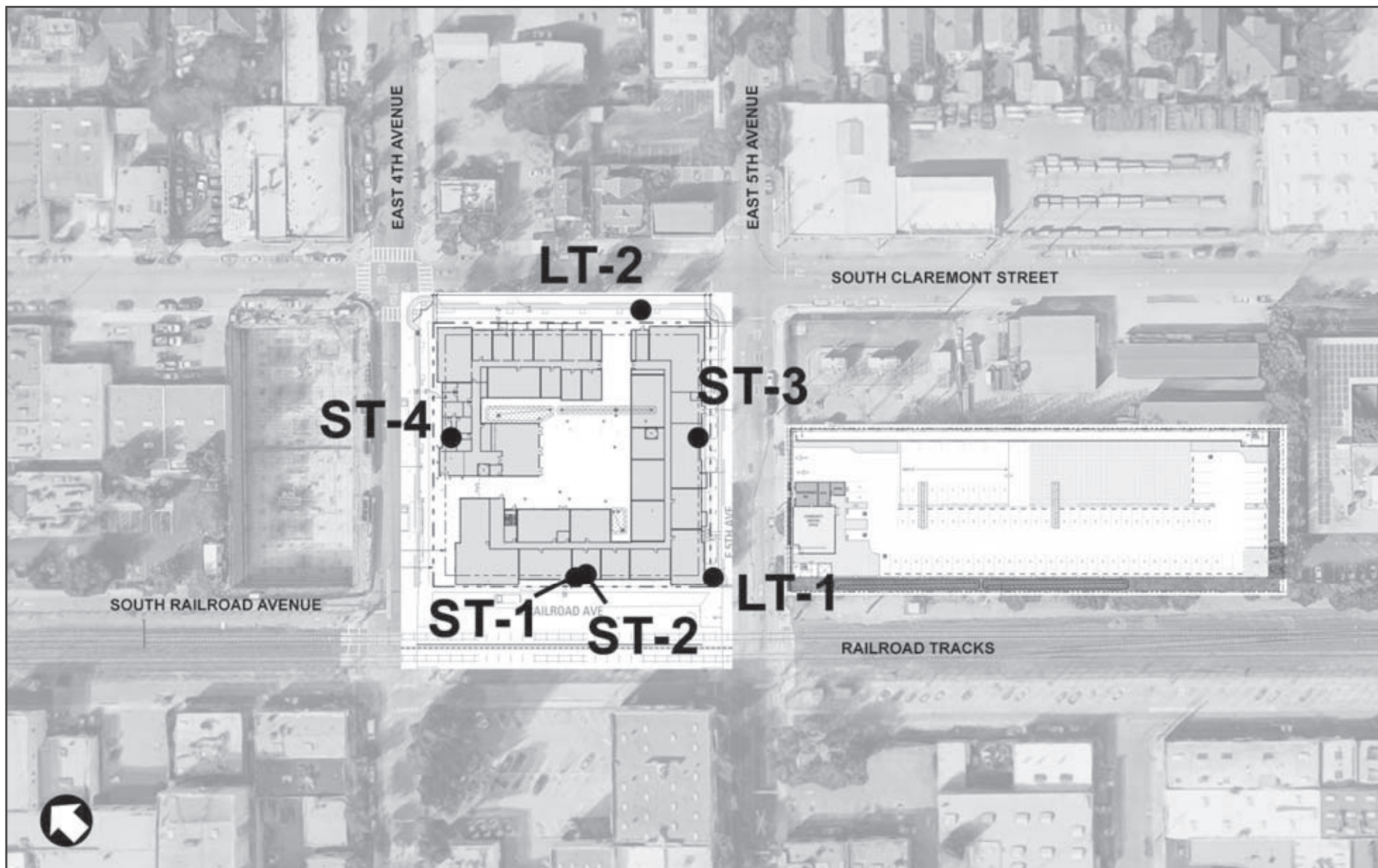
- c. Although not mandated by state law, the recommendation of this ALUCP is that the airport proximity disclosure should be provided as part of all real estate transactions involving private property (both new and existing) within the airport influence area.
- **Noise Policy 1 – Noise Impact Area.** The threshold for evaluation is the projected CNEL 60 dB contour depicted in Exhibit 4-2. This contour defines the noise impact area of the Airport. All land uses located outside this contour are consistent with the noise compatibility policies of this ALUCP.

4.14.1.3 *Existing Conditions*

The dominant noise sources at the project site are train passbys and the at-grade crossing bells. Other noise sources include traffic, construction activities across 4th Avenue and occasionally operating mechanical equipment to the south of Railroad Avenue.

Existing Noise Levels

Existing noise levels were quantified by two long-term, 2-day, measurements (LT-1 and LT-2) and four short-term, 15-minute, attended noise measurements (ST-1 to ST-4). The measurement locations are shown in Figure 4.13-1. At locations ST-1 and ST-2, the noise from passing trains generated a typical maximum instantaneous noise level between 91 to 100 dBA during the short-term noise measurements. At LT-1, of the measured noise events with a maximum noise level (Lmax) of 73 dBA or greater, most were due to train passbys (e.g. horns, crossing bells). Since the project site is in between two at-grade roadway crossings (4th and 5th Avenues), trains are required to sound their horn as they pass the site. The sound of train horns were the loudest events (with a typical Lmax of about 103 dBA at Location LT-1). The crossing bells generated a maximum instantaneous noise level of approximately 77 dBA at Location LT-1. Refer to Table 4.13-6: Short-Term Noise Measurements for noise measurements.



NOISE MEASUREMENT LOCATIONS

FIGURE 4.13-1

According to the Caltrain schedule (Effective April 1, 2019), there are a total of 92 Caltrains that passby the San Mateo Station (and the project site) throughout the day with 70 stopping at the San Mateo Station. According to information from the City website, Caltrain service operates within the City of San Mateo from approximately 5:00 AM to 1:00 AM on weekdays and approximately 8:00 AM to 1:00 AM on weekends. The Caltrain passby duration is about 15 seconds.

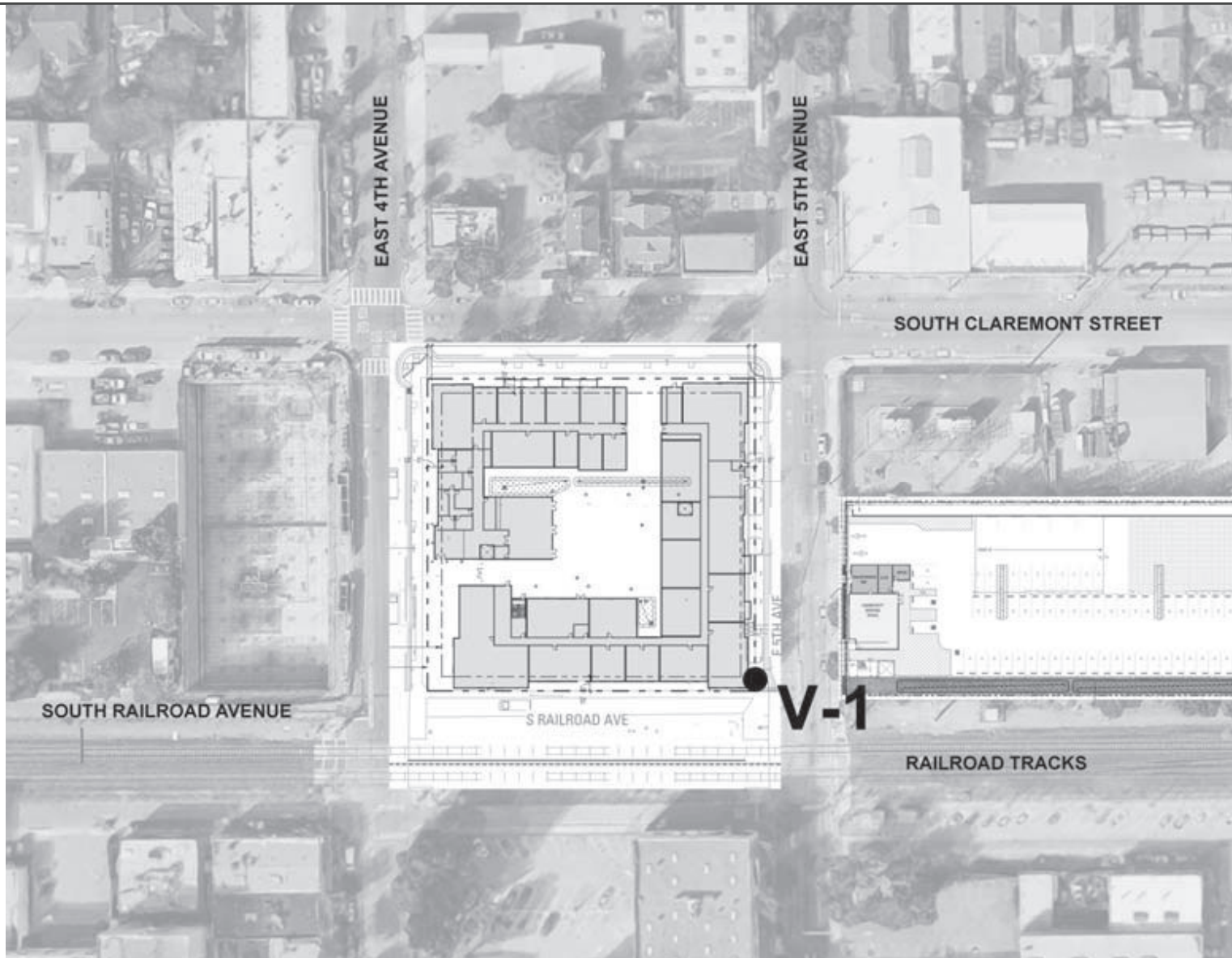
Union Pacific service operates from approximately 7:30 PM to 4:00 AM. During the monitoring period, we identified three freight train passbys on May 30, 2019 at 7:37 PM, 9:55 PM, and 10:31 PM. Two of the freight trains had a passby duration of 20 to 26 seconds and one of them had a passby duration of approximately 1 minute. All of the trains we observed traveled at relatively slow speeds, about 30 mph.

Table 4.13-6: Short-Term Noise Measurements

Location	Height Above Ground (feet)	Date/Time	A-weighted Sound Level, dBA				Lmax (dBA)
			Leq	L50	L90	Ldn ¹	
ST-1 Approximately 12 feet from the west property line (facing Railroad Avenue)	24	May 30, 2019 3:09 PM – 3:25 PM	79	59	56	81	Train Engine: 83 Rail Passenger: 76 Train Horn: 100, 94, 94
ST-2 Approximately 12 feet from the west property line (facing Railroad Avenue)	12	May 31, 2019 4:14 PM – 4:36 PM	74	58	55	79	Train Horn: 97, 91, 96 Crossing Bells: 76
ST-3 Setback of project residential building from 5th Avenue	5	May 30, 2019 3:35 PM – 3:50 PM	64	58	53	74	Traffic: 63, 68, 73 Train Horn: 84
ST-4 Approximately 44 feet from the 4th Avenue roadway centerline	5	May 30, 2019 3:53 PM – 4:08 PM	64	57	53	71	Traffic: 65, 70 Heavy Truck: 65 Crossing Bells: 61 Train Horn: 85
Notes: (1) Ldn values based on correlation with simultaneous measurement at Long-term monitor locations.							

Existing Vibration Levels

Ground vibration measurements were made (V-1) on May 30, 2019 to May 31, 2019 to document the vibration levels generated by trains. Figure 4-13-2 shows the vibration measurement location, which is approximately 6 feet from the property line. There are two tracks in the railroad right-of-way. The centerline of the tracks are 41 feet and 60 feet from the property line. Measured ground vibration levels generated by passing trains ranged from 70 VdB to 82 VdB.



VIBRATION MEASUREMENT LOCATIONS

FIGURE 4.13-2

4.14.2 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The CEQA Guidelines state that a project would have a significant impact if noise levels conflict with adopted environmental standards or plans, or if noise levels generated by the project would substantially increase existing noise levels at noise-sensitive receivers on a permanent or temporary basis; however, CEQA does not define what noise level increase would be substantial. A three dBA noise level increase is considered the minimum increase that is perceptible to the human ear. Typically, project generated noise level increases of three dBA DNL or greater are considered significant where resulting exterior noise levels would exceed the normally acceptable noise level standard. Where noise levels would remain at or below the normally acceptable noise level standard with the project, a noise level increase of five dBA DNL or greater is considered significant.

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)

Operational Noise

Mechanical Equipment

The proposed project buildings are expected to have mechanical equipment generally associated with building ventilation/air-conditioning units but could also include an emergency engine-generator. The equipment would likely be located on the rooftops of the proposed buildings, or at-grade next to the buildings. The large commercial systems that are often used in this type of building can generate noise levels that could exceed the City's daytime (60 dBA L50) or nighttime limit (55 dBA L50) and nighttime ambient levels (City's Municipal Code Section 7.30.040). **(Significant Impact)**

Impact NOI-1.1: Noise generated by rooftop mechanical equipment could exceed the City's ambient noise threshold.

Mitigation Measures: The following mitigation measures would be implemented to reduce rooftop or at-grade mechanical noise impacts to a less than significant level:

MM NOI-1.1: Prior to issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses, in conformance with the City's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine specific noise reduction measures necessary to reduce noise to comply with the noise limit of 55 dBA L50 or less at residential property lines, and 60 dBA L50 or less at commercial property lines. Noise reduction measures could include, but are not limited to the following:

- Selection of equipment that emits low noise levels;
- Installation of additional noise barriers such as enclosures, and;
- Increased height screening walls to block the line of sight between the noise source and the nearest receptors.

Implementation of the above mitigation measures would ensure the proper selection and installation of rooftop equipment to reduce potential noise impacts to adjacent properties to levels below the City's thresholds. **(Less Than Significant with Mitigation Incorporated)**

Project Generated Traffic Noise

Traffic data from the project's traffic study were used to calculate the increase in traffic noise due to the project. The traffic study data included turning movement counts for the existing condition, the existing plus project condition, the cumulative no project condition, and the cumulative plus project conditions for the surrounding intersections. Roadway traffic volumes were calculated using these turning movement counts and compared to the existing condition. Traffic noise is calculated to increase by less than 1 dBA in the future along East 4th, East 5th and South Claremont Avenue.

In the future, traffic will increase due to general growth in the area that is not directly related to the project. In general, most of the roadways would experience an increase of 1 dBA or less in the future with some sections of the roadways experiencing an increase of more than 1 dBA but less than 2 dBA. Additionally, the project's contribution to the increase in future roadway noise levels are less than 1 dBA at all the roadways in the study. This noise level increase would not result in a perceptible increase in noise in the area and is considered a less than significant impact. **(Less Than Significant Impact)**

Parking Garage Noise

To determine the noise from the proposed parking garage, a 3D computer modeling software (SoundPLAN) was used. The model considered factors including maximum number of parking spaces, acoustical reflections and distance to receivers. Based on the calculation results for a parking

event (arriving or leaving a parking space) at all of the parking spots per hour, traffic noise in the parking lot would generate a Leq of 42 to 44 dBA at the commercial lumber building, 50 dBA at the office to the southeast at 5 feet above ground (53 dBA at 15 feet above ground), and 52 dBA at the buildings to the southwest across the railroad tracks. Parking garage noise is expected to generate a less than 1 dBA increase in the existing Ldn at the surrounding buildings. In addition, for the adjacent commercial lumber building and the office building, the garage structure would provide some acoustical shielding from railroad noise. According to the 2018 San Mateo Zoning Map, the nearest zones to the parking garage are commercial and noise levels from the parking lot are within the City's noise level standards identified in Section 7.30.040 of the Municipal Code. In addition, the project design for the proposed parking garage includes a solid wall along the east and south sides of the garage. This wall would further help to minimize the propagation of noise. **(Less Than Significant Impact)**

Construction Noise

The proposed project would be considered to generate a significant temporary construction noise impact if project construction activities generate noise in exceedance of 60 dBA Leq at nearby residences or 70 dBA Leq at nearby commercial land uses, or if the ambient noise environment is increased by 5 dBA Leq or more for a period longer than one year. Noise impacts from construction depend upon the noise generated by different pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas.

Project construction is anticipated to occur over a period of approximately 21 months and would take place during the allowable times specified in Section 7.30.060 of the City of San Mateo's Municipal Code.⁷⁷ Construction activities would include demolition of existing structures and pavement, site preparation, grading and excavation, trenching and foundations, building construction, and paving. The hauling of excavated materials and construction materials would generate truck trips on local roadways as well, including soil excavation activities associated with the proposed remediation activities described in Section 3.1.5 of this Initial Study/EA.

Table 4.13-7 presents typical construction equipment noise levels at a reference distance of 50 feet expected to be used for the project. Table 4.13-7 also shows the calculated noise levels at a distance of 25 feet using a standard rate for point sources of 6 dB per halving of distance. The noisier activities tend to occur during the demolition, grading and foundation phases of construction. Equipment such as a dozer, pneumatic tool and concrete saws would likely exceed 90 dBA at a distance of 25 feet. However, the aforementioned equipment are expected to be primarily used at distances of more than 50 feet from the property plane. At distances of 50 feet or more from the property plane, the equipment would not exceed 90 dBA. There may be times when the equipment could be used close to the property line. The loudest of the three, the concrete saw, is expected to be only used during the demolition phase. Since there is a chance that the concrete saw and pneumatic

⁷⁷ Section 7.30.060, subsection (e) 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 am and 7 pm
- Saturdays: between 9 am and 5 pm
- Sundays and Holidays: between 12 pm and 4 pm or at other such hours as authorized or restricted by the permit

tools could be used close to the perimeter of the site, they could exceed the property plane noise limit of 90 dBA. **(Significant Impact)**

Table 4.13-7: Typical Construction Equipment Noise Levels			
Equipment	Ref. Noise Level at 50 feet, dBA	Adjustments for Distance at 25 feet	Noise Level at 25 feet, dBA
Backhoe	78	6	84
Compressor	79	6	84
Concrete Saw	90	6	96
Dozer	85	6	91
Dump Truck	76	6	82
Gradall	83	6	89
Flat bed truck	74	6	80
Excavator	81	6	87
Vacuum Street Sweeper	82	6	88
Tractor	84	6	90
Front End Loader	79	6	85
Compactor (ground)	83	6	89
Scraper	84	6	90
Auger Drill Rig	84	6	90
Slurry Trenching Machine	80	6	86
Generator	81	6	87
Pneumatic tools	85	6	91
Welder/Torch	74	6	80
Pump	81	6	87
Crane	81	6	87
Concrete Mixer Truck	79	6	85
Man-lift	75	6	81
Roller	80	6	86
Paver	77	6	83
Source: Federal Transit Administration Manual, Construction Equipment Noise Emission Levels, 2006			

Impact NOI-1.2: Construction noise generated by the proposed project would result in a significant temporary noise impact.

Mitigation Measures: The following mitigation measures would be implemented to reduce construction noise impacts to a less than significant level:

MM NOI-1.2: The project applicant shall incorporate the following mitigation measures into the proposed project to minimize the impact of construction noise on existing sensitive receptors.

- A construction noise logistics plan shall be prepared that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules,

and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction.

- Construction activities shall be governed by the City’s Municipal Code, unless permission is granted with a development permit or other planning approval. All construction activities will occur within the following times:
 - Weekdays: between 7 am and 7 pm
 - Saturdays: between 9 am and 5 pm
 - Sundays and Holidays: between 12 pm and 4 pm or at other such hours as authorized or restricted by the permit, so long as they meet the following conditions:
- Hours for work in the City Right-of-Way are more restrictive based on Public Works Conditions of Approval.
- All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) that are in good condition and appropriate for the equipment.
- Maintain all construction equipment to minimize noise emissions.
- Stationary equipment shall be located on the site so as to maintain the greatest possible distance to the sensitive receptors.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Residential uses within 500 feet and commercial or office uses within 200 feet of the project site shall be notified of the construction schedule in writing.
- The construction contractor shall provide the name and telephone number an on-site construction liaison. In the event that construction noise is intrusive to the community, the construction liaison shall investigate the source of the noise and require that reasonable measures be implemented to correct the problem.

Implementation of the above mitigation measures would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the implementation of these measures and the recognition that noise generated by construction activities would occur over a temporary period, the project would not result in a significant construction noise impact. **(Less Than Significant With Mitigation Incorporated)**

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)
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Construction Vibration

The construction of the project is expected to generate groundborne vibration that could potentially affect nearby land uses. Vibration generating construction activities would include demolition, excavation, grading, site preparation, paving, and building construction. Pile driving is not expected for this project.

Vibration levels are dependent on the construction methods, soil conditions, equipment used and distance to the equipment. The nearest buildings from the project’s residential building footprint are located at distances of 50 feet or more. For the construction of the garage building, the San Mateo

Lumber Company has one building structure that is located near the project garage's east façade and two building structures located 35 feet or more from the project garage's east façade. To the east of the project garage, there is an office building that is approximately 23 feet from the project's east façade. Buildings across South Railroad Avenue are located at distances of 120 feet or more.

The City of San Mateo does not specify a construction vibration limit. For structural damage, 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, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. The 0.3 in/sec PPV vibration limit would be applicable to properties in the vicinity of the project. The Caltrans' guideline for annoyance of 0.10 inches per second corresponds to "strongly perceptible".

Based on the FTA's methodology for vibration propagation, Table 4.13-8 shows the predicted construction vibration levels from various equipment. Construction activities associated with the parking garage located within 10 feet of the San Mateo Lumber Company; vibration levels would exceed the threshold of 0.5 in/sec PPV. Cosmetic damage to these structures is possible as a result of a construction vibration, although major or minor structural damage is unlikely to occur. This constitutes a potentially significant impact due to construction vibration. It should also be noted that for nearby occupied buildings (the office at 700 South Claremont Street) construction activities may, at times, generate vibration levels that could be annoying because they are calculated to exceed the Caltrans' threshold of 0.10 inches per second. **(Significant Impact)**

Table 4.13-8: Calculated Construction Vibration					
	Mixed-use building across East 4th Avenue (under construction)	Electrical Utility Station	San Mateo Lumber Co. Storage	Closest San Mateo Lumber Co. Storage	Office – 700 South Claremont Street
Closest Distance to construction activities, feet	50	25	35	10	23
Construction Equipment	Peak Particle Velocity, inches/second				
Vibratory Roller	0.074	0.210	0.127	0.830	0.238
Hoe Ram	0.031	0.089	0.054	0.352	0.101
Large bulldozer	0.031	0.089	0.054	0.352	0.101
Caisson drilling	0.031	0.089	0.054	0.352	0.101
Loaded trucks	0.027	0.076	0.046	0.300	0.086
Jackhammer	0.012	0.035	0.021	0.138	0.040
Small Bulldozer	0.001	0.003	0.002	0.012	0.003
Damage Potential Threshold	0.5	0.5	0.5	0.5	0.5

Impact NOI-2.1: Groundborne vibration generated during construction of the proposed parking garage would result in a potentially significant impact on adjoining structures.

Mitigation Measures: The following mitigation measures would be implemented to reduce construction vibration impacts to a less than significant level:

MM NOI-2.1: The project applicant shall incorporate the following mitigation measures into the proposed project (parking garage) to reduce construction vibration impacts to a less than significant level.

- Prior to the issuance of a grading permit, the project applicant shall submit a Construction Vibration Monitoring and Control Plan (Plan) prepared by an acoustical/vibration consultant, structural engineer or other appropriately qualified professional.
- The Plan shall identify protocols for project construction activities to maintain vibration levels at or below the potential for building damage threshold. The protocols could include

continuous vibration monitoring during the phases of construction most likely to generate high vibration levels such as excavation and foundation phases.

- A pre-construction survey of the storage building along the project garage's property line shall also be conducted. The survey shall include photo or video documentation. The Plan shall adopt a building damage vibration threshold of PPV 0.5 inches per second or identify an alternative threshold as appropriate based on the condition of the building and the actual construction equipment/activities.
- Because the construction vibration analysis identifies the potential for construction vibration to cause annoyance at the adjacent existing office building at 700 S. Claremont St. (i.e. calculated PPV exceeds 0.10 inches per second), the Plan shall also identify project construction methods to maintain vibration levels below the annoyance threshold. If it is not feasible to limit construction vibration level to below the threshold, the Plan shall specify the expected periods that could result in annoyance and provide protocols for notifying the owner of the office building prior to those activities.

Implementation of the mitigation measures described above would reduce construction vibration impacts to a less than significant level. MM NOI-2.1 would also reduce this impact to a less than significant level. **(Less Than Significant With Mitigation Incorporated)**

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 the Airport Influence Area A (Real Estate Disclosure Area) but outside the Airport Influence Area B (Land Use Policy Action/Project Referral Area). Per Policy IP-1, the project has real estate disclosure requirements. Policy NP-2 and Table IV-1 indicate that multi-family residential land use is considered compatible with aircraft noise below CNEL 65 dBA. The project is located outside the CNEL 65 dBA contour and therefore, the proposed land use may be permitted without any special requirements related to the attenuation of aircraft noise. The project site is also located outside the future aircraft 60 dB noise contour for the San Carlo Airport. There are no private airstrips within the vicinity of the project site that would contribute to noise levels at the project site. **(Less than Significant Impact)**

4.14.3 Non-CEQA Effects

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 existing railway adjacent to the project site is a primary contributor to the ambient noise levels that the proposed project would be exposed to. Traffic from nearby roadways would also contribute to the noise that future residents and workers at the project site would experience. The current ambient noise levels exceed the City's criteria for acceptable exterior and interior noise at various

locations throughout the project site, and these noise levels would be increased marginally upon implementation of the proposed project and the resultant increase in traffic-generated noise.

Exterior Noise

The City of San Mateo General Plan (Policy N1.2) has established a 67 dBA L_{dn} objective for multi-family common open space intended for use and enjoyment of residents and a 59 dBA L_{dn} objective for multi-family residential uses. The project includes exterior residential balconies and a primary common outdoor use space. Based on the ambient noise measurements, the exterior residential balconies will be noisy with noise exposure levels up to L_{dn} 82 dBA along the railroad facing façade, L_{dn} 71 dBA along the 4th Avenue facing façade, and L_{dn} 74 dBA along the 5th Avenue facing façade. The balconies facing South Claremont Street would be exposed to L_{dn} 65 dBA. Since the balconies are not common outdoor space, they are not subject to the City's outdoor common noise standard. However, the balconies facing the railroad and along 4th and 5th Avenues would be exposed to noise levels greater than the HUD "Acceptable" noise level of L_{dn} 65 dBA.

The project's primary common use area is a courtyard in the center of the residential building. This space benefits from the acoustical shielding from traffic and trains provided by the project building. Based on our computer model analysis (SoundPlan) which included a factor for acoustical reflections, geometric spreading, and the acoustical barrier effect provided by the project building, the outdoor use space would generally be exposed to an L_{dn} of 65 dBA or less from ambient noise sources. Therefore, the project's primary common use area would generally meet the City's exterior noise level goal of L_{dn} 67 dBA for multi-family common open space and the HUD "Acceptable" noise exposure of an L_{dn} of 65 dBA or less.

Interior Noise

The City's standard for interior noise levels in residences is 45 dBA L_{dn}. In order to achieve this standard, *RGD Acoustics* recommends the installation of sound-rated windows (and/or exterior doors) and also potential acoustical upgrades to the exterior wall assembly. This interior standard is consistent with the HUD's interior noise goal of 45 dBA L_{dn}.

Based on a preliminary analysis of a standard bedroom proposed by the project, windows with a sound rating of up to STC 42 and exterior wall assemblies up to STC 55 are likely to be required to meet the interior noise standard of 45 dBA L_{dn}. Any balcony doors should also achieve the same sound ratings as the windows. Corner units and units with a larger percentage of window area would require higher STC ratings.

The window and balcony door sound ratings along with the final exterior wall construction that are included in the construction documents shall be determined by an acoustical consultant during the detailed architectural design phase and the final STC ratings may differ from those presented herein.

For consistency with noise policies contained in the General Plan, the following Conditions of Approval are recommended for consideration by the City.

Conditions of Approval:

- A detailed analysis shall be prepared by a qualified acoustical consultant to determine the noise insulation requirements on a unit-by-unit basis to meet the interior noise level requirement of 45 dBA Ldn or less at the dwelling units.

The windows and balcony doors in the dwelling units will need to be in the closed position to meet the required interior noise level. This closed window condition will need to be considered by the Mechanical Engineer in their determination of the outdoor air ventilation requirements for the dwelling units. The ventilation system must not compromise the noise reduction provided by the window and wall assembly.

- The applicant shall consider the potential for sleep and activity interference due to single-event noise in the design of the project building. Achieving a single event noise goal would likely require window and exterior wall constructions with higher sound-ratings than needed to meet the code requirement. In addition, the nighttime train and whistle noise should be disclosed to project residents.

Meeting the California Green Building Code (CalGreen) performance standard of interior hourly Leq 50 dBA at the non-residential portions of the building will generally require less noise insulation than at the residential portion of the building. The proposed building would be exposed to a peak-hour Leq of up to 81 dBA on the ground floor along South Railroad Avenue. Therefore, the occupied non-residential spaces of the building (e.g. offices, meeting rooms) would need to provide a noise reduction of 31 decibels.

The following Conditions of Approval are recommended for consideration by the City.

Conditions of Approval:

- Analysis of the noise insulation requirements shall be made for the nonresidential spaces such that the interior noise levels would meet the CalGreen requirement of hourly Leq of 50 dBA. The noise insulation requirements in the detailed analysis must be incorporated into the building design.

Vibration

The FTA's guidance manual provides a methodology to estimate future vibration levels in a building from rail vibration sources. Factors accounted for by this methodology include building structure type, building foundations type, attenuation and dispersion of vibration energy as it propagates through a building (i.e. upper floor typically experience lower vibration levels than lower floors), and amplification due to resonances of floors, walls and ceilings. These factors were applied to the measured railroad ground vibration levels to calculate the interior vibration levels in the project building. An increase of 0.8 VdB was included to account for the closer distance of the building corners to the railroad tracks than the measurement location (V-1). The calculation of this offset is based on the FTA's guidance manual data for vibration attenuation due to distance from the tracks.

Table 4.13-9 summarizes the factors that were used and indicates the vibration levels expected in the 2nd floor residential units along the side of the building closest to the tracks. The overall adjustment

is -3.7 VdB between the measured ground vibration levels and units on the second floor. Units on other floors are expected to have an equal or greater (more reduction) overall adjustment.

Table 4.13-9: Interior Vibration Level Factors	
Factor Affecting Vibration	Adjustment
Coupling to building foundation:	- 8.5 VdB
Floor-to-floor attenuation: Second Floor residential units	- 2 VdB per floor
Amplification due to resonances of floors	+ 6 VdB
Increase due to distance (building corners are closer to the tracks than measurement location (V1))	+ 0.8 VdB
Total Adjustment	- 3.7 VdB

The adjustments shown in Table 4.13-9 were applied to the ground vibration measurements to determine the expected interior vibration levels from trains at the project.

As discussed previously, the FTA vibration impact assessment methodology was developed to assess new transit projects affecting existing vibration receptors (e.g. residences) and does not strictly apply to the project that is the subject of this report: new residential vibration receptors (proposed project) near an existing rail corridor. Therefore, *RGD Acoustics* adapted the FTA vibration impact criteria to assess the compatibility of the proposed residential project while also considering the wide range of measured vibration levels during a 24-hour period.

For example, when using FTA methodology, vibration predictions for a new transit facility result in a single vibration level to assess the transit facility's impact at each receptor. That vibration level is assumed to occur each time a train passes by the vibration receptor and is simply compared to the FTA threshold that corresponds to the frequency of the expected passbys.

In contrast, the measurements of actual train passbys show that there is a relatively wide distribution of vibration levels and this requires some interpretation when applying the FTA criteria. The most conservative approach would be to count the number of passbys in a day and if that number is greater than 70 (as it is in this case) then apply the "frequent" threshold of 72 VdB. This approach would identify a vibration impact for this project. However, this approach would ignore the fact that fewer than 70 trains per day exceed the criterion for "frequent" events of 72 VdB. Likewise, fewer than 30 trains per day exceed the criterion for "occasional" events of 75 VdB and no trains exceed the criterion for "infrequent" events of 80 VdB. Therefore, this report adapts the FTA vibration impact criteria to consider this distribution of vibration levels from the passbys.

Table 4.13-10 compares the distribution of interior vibration levels to the FTA impact criteria thresholds for frequent, occasional and infrequent events (including the future addition of 22 trains

with the Caltrain electrification project). The 30 passbys with the highest vibration levels are considered “infrequent events”, the 40 passbys with the next highest vibration levels are considered “occasional” events and the remaining three passbys are considered “frequent” events. The interior vibration levels are calculated for the areas of the building on the second floor closest to the railroad tracks. The vibration levels will be less on other floors or those farther from the railroad tracks. As shown in Table 4.13-10, predicted indoor vibration levels would not exceed the FTA impact criteria.

Table 4.13-10: Predicted Indoor Vibration Level Compared to FTA Impact Criteria			
Impact Criterion Category	Range of Predicted Vibration Levels (VdB)	Impact Criterion Vibration Level (VdB)	Exceeds Impact Criterion
Frequent Events (more than 70 events per day)	72 or less	72	No
Occasional Events (30 – 70 events per day)	72 – 75	75	No
Infrequent Events (fewer than 30 events per day)	75 - 79	80	No

It should be noted that the 24-hour measurement period included three identified freight train passbys. The FTA criteria were developed for transit trains which have a relatively brief passby duration, the FTA suggests that when assessing vibration from a typical freight train “which lasts approximately two minutes” it is appropriate to assess the locomotive passby separately from the long duration of the railcar passby.

Table 4.13-11 summarizes the predicted interior freight train vibration levels based on the identified freight train passbys during the measurements. According to the FTA it is more appropriate to use the “frequent events” criterion of 72 VdB for the long duration of the passby of freight train railcars. The data shows that two of the freight train passby durations are similar to that of a Caltrain passby and the other passby had a longer duration of about a minute. These freight train passby durations are considerably shorter than the duration of “approximately two minutes” used by the FTA for “frequent” events.

Table 4.13-11 also shows the duration expected to exceed an interior vibration level of 72 VdB. Since this information indicates relatively brief vibration events from the freight trains, it is reasonable to assess the freight train vibration levels along with the commuter vibration levels consistent with Table 4.13-10.

Table 4.13-11: Predicted Indoor Vibration Level from Freight Train				
Date	Time of Day	Total Passby Duration	Seconds Above Interior 72 VdB	Maximum Vibration Level, VdB
5/30/2019	7:37 PM	26 seconds	12 seconds	74
	9:55 PM	56 seconds	16 seconds	76
	10:31 PM	20 seconds	10 seconds	74

Since the proposed project will be exposed to feelable ground vibration from passing commuter and freight trains, the following conditions of approval are recommended for consideration by the City to reduce the potential for annoyance from vibration.

Conditions of Approval:

- The project sponsor shall prepare a design level analysis of the railroad induced vibration levels in the project building. The study shall consider structural design features such as stiffening the floor constructions to avoid resonant frequencies below 25 Hz. If the study indicates that the FTA criteria will be exceeded the study should identify the areas of the building that are potentially affected.
- The owners shall disclose the potential vibration effects to residents that may be affected by train passbys.

Implementation of the Conditions of Approval discussed above, for noise and vibration impacts of the existing environment on the proposed project, would sufficiently reduce levels of noise and vibration that residents and users of the proposed project would experience. This would ensure that the project is consistent with General Plan policies pertaining to acceptable noise and vibration levels.

4.15 POPULATION AND HOUSING

4.15.1 Environmental Setting

According to the California Department of Finance, the City of San Mateo had a population of approximately 104,570 residents as of January 1, 2019.⁷⁸ The Association of Bay Area Governments (ABAG) projects the City's population will be 126,000 by 2040.⁷⁹

4.15.1.1 *Regulatory Framework*

State

California Housing Element

California's Housing Element Law requires all cities to: 1) zone adequate lands to accommodate its Regional Housing Needs Allocation (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 work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.

Regional

Association of Bay Area Governments

The Association of Bay Area Governments (ABAG) allocates regional housing needs to each city and county within the nine-county Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, Metropolitan Transportation Commission, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population and Housing (upon which Plan Bay Area 2040 is based), which is an integrated land use and transportation plan looking out to the year 2040 for the nine-county San Francisco Bay Area.

Plan Bay Area 2040 is a state-mandated, integrated long-range transportation, land-use and housing plan intended to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). The project site is partially located within a PDA (only the 480 East Fourth Avenue parcel).⁸⁰

⁷⁸ California Department of Finance. "E-1 Population Estimates for Cities, Counties, and the State – January 1, 2018 and 2019." <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/> Accessed October 7, 2019.

⁷⁹ Association of Bay Area Governments. *Plan Bay Area: Projections 2013*. December 2013.

⁸⁰ Metropolitan Transportation Commission, Association of Bay Area Governments. "PDA – Priority Development Areas". <https://abag.ca.gov/our-work/land-use/pda-priority-development-areas>. Accessed October 7, 2019.

Local

City of San Mateo General Plan

The San Mateo General Plan contains land use policies that support a wide variety of land uses and substantial growth of both the commercial and residential sectors. The following General Plan Land Use Policies are relevant to the proposed project:

Policies	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.

4.15.1.2 *Existing Conditions*

According to the City's Land Use Element of the 2030 General Plan, 13% of the employed population works in Downtown San Mateo. Employment intensification is expected in the Downtown through the 2030 planning horizon of the General Plan, with this area projected to contain the second highest number of jobs in the City behind the State Route 92 corridor.

The project site is developed with surface parking lots and the Worker Resource Center. The current use of the project site provides no housing. The existing Worker Resource Center provides a limited number of jobs.

4.15.2 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 proposed project would redevelop the site with a 225-unit residential building and a 696-space parking garage. Under the current estimate of 2.62 persons per household in San Mateo, the project would result in an increase in population of approximately 590 persons.⁸¹ Implementation of the project would result in an incremental increase in population within the Downtown area of San Mateo. This increase is consistent with ABAG projections for population growth used by the City of San Mateo in its 2030 General Plan. The proposed project would not induce substantial growth beyond planned levels of development for the Downtown area and the City as a whole. **(Less than Significant Impact)**

Impact POP-2: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. (No Impact)

The project site is developed with two surface parking lots and the Worker Resource Center; therefore, the proposed project would not remove existing housing, displace people or necessitate the construction of replacement housing elsewhere. **(No Impact)**

⁸¹ California Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark". <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>. Accessed October 7, 2019.

4.16 PUBLIC SERVICES
4.16.1 Environmental Setting
4.16.1.1 *Regulatory Framework*

State

Quimby Act – Parks

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. This legislation was in response to California’s increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California’s growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two.

School Facilities

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. Sections 65995-65998 sets 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 goes on to say that the payment of school impact fees “are hereby deemed to provide full and complete school facilities mitigation” under CEQA (Section 65996[b]).

In accordance with California Government Code Section 65996, developers pay a school impact fee to the school district to offset the increased demands on school facilities caused by their 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 General Plan

Applicable General Plan policies related to public services include, but are not limited to, the following listed below.

Policies	Description
LU 4.10	Provide Police Station facilities to meet the facility requirements through 2030.
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.
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.

Policies	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.
C/OS 14.9	Establish principles for all new or renovated parks to maximize productivity, efficiency and community value.

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.

4.16.1.2 *Existing Conditions*

Fire Protection Services

The San Mateo Fire Department (SMFD) provides fire protection services in the City of San Mateo. Six fire stations serve the City's residents. These stations 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 545 Barneson Avenue), Station 26 (located at 1500 Marina Court), and Station 27 (located at 1801 De Anza Boulevard). The nearest station to the project site is Station 21, which is located approximately ¼-mile west of the site. The SMFD response time to 90 percent of calls received is typically six minutes.

Police Protection Services

The San Mateo Police Department (SMPD) provides police protection services in the City of San Mateo. The main police station for the City of San Mateo is located at 200 Franklin Parkway, approximately 2.1 miles southeast of the project site.

The SMPD has authorized 114 sworn full-time officers (one chief, two captains, five lieutenants, 17 sergeants, and 90 officers), 15 dispatchers, six community service officers, and administrative staff who provide police services and public safety dispatching to approximately 100,000 residents for the City of San Mateo. The average response time to priority (emergency) calls within the area surrounding the project site is under two minutes, and under seven minutes for non-priority calls.⁸²

Parks

The City of San Mateo has 40 parkland sites, 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 Central Recreation Center & Park and Japanese Garden (approximately 0.2-mile south of the site), Gateway Park (approximately 0.3-mile northeast of the site), DeAnza Historical Park (approximately 0.5-mile southwest of the site), and Martin Luther King Jr. Community Center & Park (approximately 0.6-mile northwest of the site).

Schools

The City of San Mateo is served by three public school districts: the San Mateo-Foster City School District 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 proposed project is located within the San Mateo-Foster City Unified School District (SMFCUSD). The SMFCUSD operates 20 schools in the cities of San Mateo and Foster City and in the unincorporated area west of San Mateo. The total enrollment in the district is approximately 10,000 students. Schools in this district consist of elementary and middle schools. The closest schools within this district include Sunnybrae Elementary School (approximately 0.3-mile east of the site), College Park Elementary School (approximately 0.8-mile north of the site), and Borel Middle School (approximately one mile south of the site).

The proposed project is located within the San Mateo Union High School District (SMUHSD). The SMUHSD operates seven high schools, one continuation school, and one adult school in the cities of San Mateo, Burlingame, San Bruno, and Millbrae. The closest school in this district is San Mateo High School (approximately one mile north of the site).

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

⁸² City of San Mateo Police Department. *Call Response Times*. Marie Silva (Email). January 30, 2017

(approximately 1.7 miles to the east), and the Hillsdale Library (approximately 2.4 miles southeast 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 0.2-mile south of the site), the Martin Luther King Jr. Community Center (approximately 0.6-mile north of the site), Joinville Park (approximately 1.5 miles east of the site), the San Mateo Senior Center (1.7 miles south of the site), and the Beresford Recreation Center (approximately 1.8 miles south of the site).

4.16.2 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, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact PS-1: **The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for 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. The project would result in an estimated increase in the local population of approximately 590 persons, assuming full occupancy of the proposed residential building. As a result, there would be an incremental increase in demand on the San Mateo Fire Department. This increase in demand would not prevent the San Mateo Fire Department from maintaining acceptable response times nor would it require the construction of new facilities to ensure adequate service to the surrounding areas. The proposed building 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 identified by CalFIRE.⁸³ **(Less Than Significant Impact)**

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. (Less than Significant Impact)
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The redevelopment of the project site with a 225-unit residential building and five-story parking garage would increase the need for police protection services and parking enforcement in the area. However, this increase is not expected to be substantial. The proposed residential building and parking structure would be constructed in accordance with the City's Security Ordinance and reviewed by the SMPD to ensure appropriate safety features that minimize criminal activity are incorporated into the project design. The estimated increase of 590 new residents in the Downtown area would not require substantially expanded or new police facilities to retain current service ratios and/or response times in the area which are below recommendations contained in the Rail Corridor DEIR, and the 2010 General Plan DEIR. 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. Even if the expected additional developments' contribution of taxes to the general fund would not represent a fair share payment for additional services, the increase in service demand would be accommodated by the SMPD through the addition of personnel and would not require construction of new facilities. The SMPD would be able to adequately service the Downtown area upon implementation of the proposed project. **(Less than Significant Impact)**

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. (Less than Significant Impact)
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Based on the San Mateo – Foster City School District's student generation rates of 0.10 student per residential unit for elementary schools and 0.04 student per unit for middle schools⁸⁴, the 225-unit project would generate approximately 23 new students at College Park Elementary School and nine new students at Borel Middle School. Using the San Mateo Union High School District's student generation rate of 0.04 high school students per residential unit, the project would generate approximately nine new students at San Mateo High School. This reflects a conservative scenario, and current school facilities would be equipped to handle the increase in enrollment due to recent

⁸³ California Department of Forestry and Fire Protection. *San Mateo County Fire Hazard Safety Zone Map*. November 2007.

⁸⁴ San Mateo – Foster City School Board. *Projected Enrollments 2017-18 to 2024-25*. March 8, 2018.

upgrades and expansions in the San Mateo-Foster City School District and the San Mateo Union High School District.⁸⁵

School impact fees will be paid to the affected school districts prior to the issuance of a building permit by the City. School districts would then be responsible for implementing the specific methods for mitigating school impacts under the Government Code. The responsibility for payment of school impact fees would lie with the project applicant. By law, payment of the school impact fee is considered adequate mitigation and no further mitigation would be required to offset the impact of projected increases in student populations from the proposed project. **(Less Than Significant Impact)**

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. (Less than Significant Impact)
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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 result in an increase in the local population of approximately 590 persons. New residents of the proposed project could reasonably be expected to utilize park and recreation facilities in the vicinity of the site, such as Central Park, Gateway Park, and DeAnza Historical Park. The demand on these facilities would be marginally increased by the proposed project; however, by requiring parkland to be dedicated or in-lieu fees to be administered, the proposed project would facilitate the acquisition of parkland or improvement of parks in San Mateo in line with General Plan goals.

Conditions of Approval: 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:

- 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.

By requiring in-lieu fees for park and recreation purposes, the project would have a less than significant impact on existing park and recreation facilities in San Mateo. **(Less than Significant Impact)**

⁸⁵ City of San Mateo. *2030 General Plan Draft Environmental Impact Report*. July 2009.

Impact PS-5: **The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for 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 be marginally increased as a result of the projected 590 new residents. However, demand for these facilities would not necessitate the construction of new facilities, or expansion of existing facilities, to accommodate future residents of the project. The existing libraries and community centers in San Mateo would be equipped to provide services to new residents of the proposed project. **(Less Than Significant Impact)**

4.17 RECREATION

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Quimby Act – California Code Sections 66475-66478

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two.

Local

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, while the applicability to residential projects varies.

City of San Mateo General Plan

The following recreation policies, contained in the City’s General Plan, are applicable to the proposed project:

Policies	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.

Policies	Description
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.
C/OS 14.9	Establish principles for all new or renovated parks to maximize productivity, efficiency and community value.

4.17.1.2 *Existing Conditions*

The City of San Mateo has 40 parkland sites, 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 Central Recreation Center & Park and Japanese Garden (approximately 0.2-mile south of the site), Gateway Park (approximately 0.3-mile northeast of the site), DeAnza Historical Park (approximately 0.5-mile southwest of the site), and Martin Luther King Jr. Community Center & Park (approximately 0.6-mile northwest of the site).

The City of San Mateo operates about 200 acres of parks. The acreage of parkland is currently below the goal established in the City's General Plan of six acres per 1,000 residents. This includes 1.5 acres of neighborhood parkland per 1,000 persons and 4.5 acres of community and regional parkland per 1,000 persons. As of 2009 (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. Under the planned development and population growth expected through 2025, the City's projected population of 119,200 would result in a parkland ratio of 3.93 acres per 1,000 persons.

The project site does not currently provide any recreational opportunities.

4.17.2 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 will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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. The project proposes the development of a 225-unit residential building and a five-story parking garage on adjacent parcels in downtown San Mateo. Future residents of the proposed project could reasonably be expected to utilize nearby parks such as Central Park and Gateway Park to meet their recreational needs. The project would increase the local population by an estimate 590 persons and place an additional demand on parks and recreational facilities in the area. As discussed in *Section 4.15, Public Services* of this Initial Study, 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. **(Less than Significant Impact)**

Impact REC-2: The project would 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 does not include recreational facilities. The project would provide a residential courtyard in the interior of the building for residents of the apartment building and a community garden. As discussed, parkland dedications and/or in-lieu fees would be applied to the project to offset its marginal impact on recreational facilities in the area. The project would not require the construction or expansion of recreational facilities. **(Less than Significant Impact)**

4.18 TRANSPORTATION

The following discussion is based, in part, on a CEQA Transportation Analysis prepared by *Hexagon Transportation Consultants, Inc.* in May 2020. This report is included as Appendix I of this Initial Study/EA and is incorporated by reference.

4.18.1 Environmental Setting

4.18.1.1 *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 the replacement of automobile delay—described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion—with VMT as the recommended metric for determining the significance of transportation impacts. The Governor’s Office of Planning and Research (OPR) approved the CEQA Guidelines implementing SB 743 on December 28, 2018. Local jurisdictions are required 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 CEQA Guidelines Section 15064.3(b)(1).

The proposed project is located approximately ¼-mile from the San Mateo Caltrain Station, which qualifies as a major transit stop, thus making the project exempt from required analysis under VMT metrics, per CEQA Guidelines Section 15064.3(b)(1).. Local jurisdictions may still establish individual policies guiding traffic impact analysis under LOS metrics; however, these analyses would not be determinant of a significant or insignificant impact under CEQA. While the City of San Mateo has not yet formally adopted a VMT policy, the City will not be screening out projects within 1/2 mile of transit. As a result, this Initial Study relies on a VMT analysis.

Regional

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 2040 in July 2017, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2040.

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.⁸⁶ 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 peak hour vehicle trips to the CMP roadway network.

It is anticipated that the project would generate more than 100 peak-hour vehicle trips onto roadways surrounding the project site. Therefore, an analysis in accordance with C/CAG's CMP guidelines is also included.

Local

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.

City of San Mateo General Plan

The City of San Mateo 2030 General Plan contains goals and policies related to traffic and circulation patterns that are relevant to the proposed project. The General Plan includes goals and policies relating to traffic fees for new developments, required consistency with alternative transportation plans, and parking standards, amongst others. General Plan policies and elements that are relevant to the proposed mixed-use project are listed below:

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

⁸⁶ C/CAG of San Mateo County. "Congestion Management". 2017.

Policies	Description
	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.
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, street lights, 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 5.2	Seek new parking garage sites for public acquisition within the CPID adequate to accommodate the parking needs of new development. Allow in-lieu parking fees within the CPID as a substitute for providing required non-residential parking on-site.
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 Bicycle Master Plan

The City of San Mateo Bicycle Master Plan was initially 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 City has recently undergone a process to update its Bicycle Master Plan. The draft version of the updated Plan was released in February 2020 and contained an updated list of proposed bicycle facilities. Along the project frontage, Delaware Street, Concar Drive and Grant Street are all proposed for Class IV separated bike lanes. The 2020 Bicycle Master Plan was adopted by City Council on April 6, 2020.

City of San Mateo Pedestrian 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.

City of San Mateo Sustainable Streets Plan

The City of San Mateo finalized its Sustainable Streets Plan in February of 2015; formal adoption of the plan has not yet occurred pending environmental review. The Plan outlines the City's vision of a transition to a citywide roadway network that caters to all forms of transportation, emphasizing a shift in focus from automobiles to alternative forms of transportation. The Plan addresses street classification systems, street design guidelines, transportation system performance measures, and transportation demand management for future development within San Mateo. Included within the Plan are transportation demand management requirements for new development within the Downtown Area Plan boundaries. New developments within the boundaries of the Downtown Area Plan are required to prepare a Transportation Demand Management (TDM) plan that encourages a 25% trip reduction off of baseline trip generation numbers for the site proposed for development. The proposed project is within the boundaries of the Downtown Area Plan. A TDM plan has been prepared for the project by *TJKM* and is included as an attachment to this Initial Study as Appendix J.

4.18.1.2 *Existing Conditions*

The site is developed with two surface parking lots, jointly containing a total of 234 parking spaces, and the Worker Resource Center, located at the southern end of the 400 East 5th Avenue parcel. The project site is bordered by commercial uses on the north and east sides and office uses on the south. Single-family residential neighborhoods are located beyond the adjacent commercial uses to the east. The Caltrain right-of-way is located immediately south and west of the site and across the railroad is the southern border of the City's downtown core.

Regional Access

Regional access to the project study area is provided by US 101 and State Route 92 (SR 92). These facilities are described below.

US 101 is an eight-lane north-south freeway in the vicinity of the site. US 101 extends northward through San Francisco and southward through San Jose. Access to and from the project study area is provided via its full-interchange at 3rd Avenue.

SR 92 is a four- to six- lane east-west freeway extending from Half Moon Bay in west San Mateo County to Hayward in Alameda County. SR 92 has a full interchange with US 101.

Local Access

Local access to the project site is provide via El Camino Real, 3rd Avenue, 4th Avenue, 5th Avenue, 9th Avenue, B Street, Claremont Street, and Delaware Street. These roadways are described below.

El Camino Real is a six-lane north-south arterial within the project vicinity with a posted speed limit at 35 miles per hour (mph). El Camino Real extends from Santa Clara County through San Mateo County. On-street parking is permitted along El Camino Real from Mission Drive to 9th Avenue in the project vicinity. Sidewalks are present on both sides of the road within the vicinity of the project. All signalized intersections along El Camino Real within the project vicinity have crosswalks with actuated pedestrian push buttons and signal heads. El Camino Real provides access to the project site via the intersections at 3rd Avenue, 4th Avenue, 5th Avenue, and 9th Avenue.

Delaware Street is a two- to four-lane north-south arterial extending from 25th Avenue in the south to Peninsula Avenue in the north. On-street parking is allowed only north of Second Avenue and south of 5th Avenue. There are sidewalks along both sides of Delaware Street. All intersections along Delaware Street within the project vicinity have crosswalks on all legs with actuated pedestrian push buttons and signal heads. Delaware Street provides project access via 5th Avenue.

B Street is a two-lane north-south roadway within the project vicinity. Sidewalks are present on both sides of the street for its entirety. On-street parking is permitted on both sides of the street for its entirety within the project vicinity. B Street provides project access via the 5th Avenue intersection.

Claremont Street is a two-lane north-south roadway within the project vicinity. Sidewalks are present on both sides of the street for its entirety. On-street parking is permitted on both sides of the street for its entirety within the project vicinity. Claremont Street provides project access via the 5th Avenue intersection.

3rd Avenue is a two-lane east-west arterial from El Camino Real to Delaware Street. From Delaware Street to the US 101 interchange, 3rd Avenue is a westbound two- to three-lane arterial. East of the US interchange, 3rd Avenue is a two-way street with two- to three-lanes in each direction. Sidewalks are present on both sides of the street for its entirety. On-street parking is permitted on both sides of the street along most segments of the roadway from El Camino Real to Fremont Street and only along the south side of 3rd Avenue from Fremont Street to Humboldt Street. 3rd Avenue provides project access via B Street and Claremont Street.

4th Avenue is a three- to four-lane east-west arterial from El Camino Real to Delaware Street. From Delaware Street to the US 101 interchange, 4th Avenue is an eastbound two- to three-lane arterial. East of the US 101 interchange, 4th Avenue merges with 3rd Avenue. Sidewalks are present on both sides of the street for its entirety. On-street parking is permitted on both sides of the street within the project vicinity. 4th Avenue provides project access via B Street and Claremont Street.

5th Avenue is a two-lane east-west roadway within the project vicinity. Sidewalks are present on both sides of the street for its entirety. On-street parking is permitted on the westbound side of the street

for its entirety except from B Street to Laurel Street. On-street parking is permitted along both sides of the street for most segments of the roadway. 5th Avenue provides direct project access.

9th Avenue is a two-lane east-west roadway within the project vicinity spanning from El Camino Real to Amphlett Boulevard. Sidewalks are present on both sides of the street for its entirety. On-street parking is permitted on both sides of the street for its entirety. 9th Avenue provides project access via Claremont Street and B Street.

Existing Transit Facilities

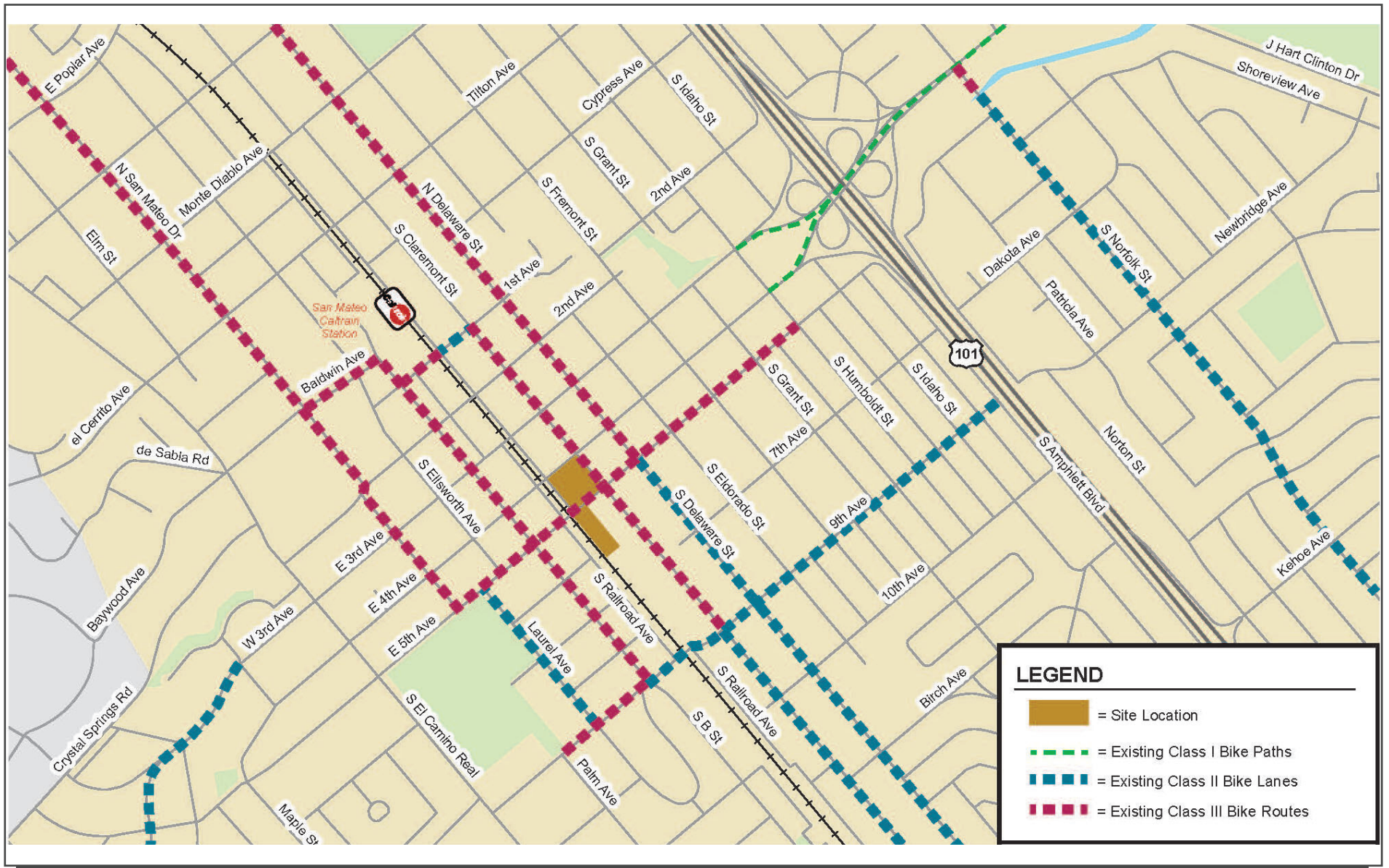
Existing transit services in the study area are provided by Caltrain and the San Mateo County Transit District (Samtrans). The nearest bus stops are located within walking distance (approximately 528 feet) on 4th Avenue and Delaware Street and 4th Avenue and Ellsworth Avenue.

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The project site is located about 1,600 feet (approximately a 5-minute walk or 3-minute bike ride) south of the San Mateo Caltrain station. Caltrain provides service with approximately 15 to 60-minute headways during the weekday AM and PM commute hours, midday, and at nights. Service is provided with approximately 90-minute headways and on weekends. Sidewalks exist between the project site and the Caltrain station.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities near the project site consist of sidewalks along both sides of all roadways, as well as crosswalks at all signalized intersections. Signalized intersections in downtown San Mateo between San Mateo Drive and Delaware Street all have a pedestrian leading interval. Within the immediate vicinity of the project site, the intersections along Claremont Street at 3rd Avenue and at 4th Avenue both have bulbouts that reduce the crosswalk lengths and pedestrian exposure to traffic. There are no crosswalks at the all-way stop controlled intersection of Claremont Street and 5th Avenue.

Within the vicinity of the project site, a Class I bicycle path exists on 3rd Avenue/4th Avenue from Humboldt Street to Norfolk Avenue. Class II bicycle lanes exist on Laurel Avenue from 5th Avenue to 9th Avenue, Delaware Street south of 5th Avenue, 9th Avenue east of B Street, and Third Avenue west of Dartmouth Road. Class III bicycle routes exist on Delaware Street north of 5th Avenue, on Claremont Street north of Ninth Avenue, on B Street between Ninth Avenue and Baldwin Avenue, on San Mateo Drive between Fifth Avenue and Poplar Avenue, and on Fifth Avenue between San Mateo Drive and South Humboldt Street. Overall, the north-south bicycle connectivity is adequate within the project vicinity; however, east-west bicycle connectivity within the project vicinity is lacking. The recently adopted Bicycle Master Plan 2020 identifies a list of proposed bicycle network improvements. The identified improvements along the project frontage include bike lanes on 5th Avenue and bike boulevards on Claremont Street. The existing bicycle facilities in the vicinity of the project are shown on Figure 4.17-1.



EXISTING BICYCLE FACILITIES

FIGURE 4.17-1

4.18.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.18.2.1 *Project Impacts*

The City has traditionally used level of service or LOS (i.e. vehicle delay or congestion) as the basis for determining a project's traffic impacts. However, with the passage of SB 743 and the adoption of related Guidelines implementing SB 743 (see Guidelines Section 15604.3, the City's approach to evaluating project traffic impacts under CEQA must change. SB 743, amending state law (CEQA), takes precedence over the City's General Plan, and now requires that LOS no longer be used after December 28, 2018. Upon the December 28, 2018 effective date of the new Guidelines, this project's LOS traffic impacts (i.e. increased vehicle delay) are required to be considered insignificant under CEQA. The relevant question under CEQA, as amended by SB 743, is whether any physical roadway improvements required of a project to maintain or restore acceptable LOS conditions would have negative environmental consequences from construction or operation of the modified roadway.

Trip Generation, Distribution, and Assignment

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections.

Residential Trip Generation

Vehicle trips generated by the proposed residential component of the project were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual,

10th Edition (2017) for “Multifamily Housing Mid-Rise” (Land Use 221). As defined by the ITE, “mid-rise” multifamily housing are buildings that have between three and 10 floors. Since this project is located in an urban area with proximity to transit and many destinations within walking and bicycling distance, Hexagon used US EPA’s MXD model⁸⁷ to determine the applicable trip reduction for the project. Based on the MXD model, a 12 percent trip reduction during the AM peak hour, a 15 percent trip reduction during the PM peak hour, and a 16 percent daily trip reduction was applied. After crediting these reductions, the proposed residential component of the proposed project would generate a total of 1,028 gross daily vehicle trips, with 71 gross trips (18 inbound and 53 outbound) occurring during the AM peak hour and 84 gross trips (51 inbound and 33 outbound) occurring during the PM peak hour (see Table 4.17-1).

Reassigned Trips

Existing Surface Parking Trips

Of the 696 spaces in the proposed parking garage, 234 spaces would replace the existing surface parking spaces onsite. Trip generation of the existing surface parking on site was counted in May 2019. During the AM peak hour, the existing parking lots generated 73 trips (60 inbound and 13 outbound) and 72 trips (15 inbound and 57 outbound) during the PM peak hour (refer to Table 4.17-1). It is assumed that these parking spaces would generate the same number of trips under project conditions. These trips were reassigned to the new proposed driveway location on 5th Avenue.

In-Lieu Fee Office Trips

As discussed above, 234 parking spaces within the proposed 696-space parking garage would replace the existing surface parking onsite. 164 of the spaces would be reserved and gated for the MidPen Affordable Housing project’s residential use. The remaining 298 new parking spaces in the proposed garage are proposed to be built through the City’s in-lieu parking program and support new developments in the Downtown area that did not include all required parking on-site. The City of San Mateo Municipal Code 27.64.100 states that projects within the central parking and improvement district (CPID) within the downtown specific planning area are allowed to satisfy their CPID-specific parking requirements through in-lieu fee payment. According to City records, since year 2015, developments within the CPID district have paid for 325 in-lieu fee spaces:

- 221 S. El Camino Real – 92 in-lieu fee spaces
- 2 E. 3rd Avenue – 59 in-lieu fee spaces
- 405 E. 4th Avenue – 70 in-lieu fee spaces
- 406 E. 3rd Avenue – 104 in-lieu fee spaces

For the proposed 298 new parking spaces, it is assumed that these parking spaces can be associated with the primarily office developments listed above. Since these 298 parking spaces are proposed to be delineated as 10-hour parking spaces, which are more catered towards employee parking, it is assumed that the office employees in these developments would utilize this garage. Based on the

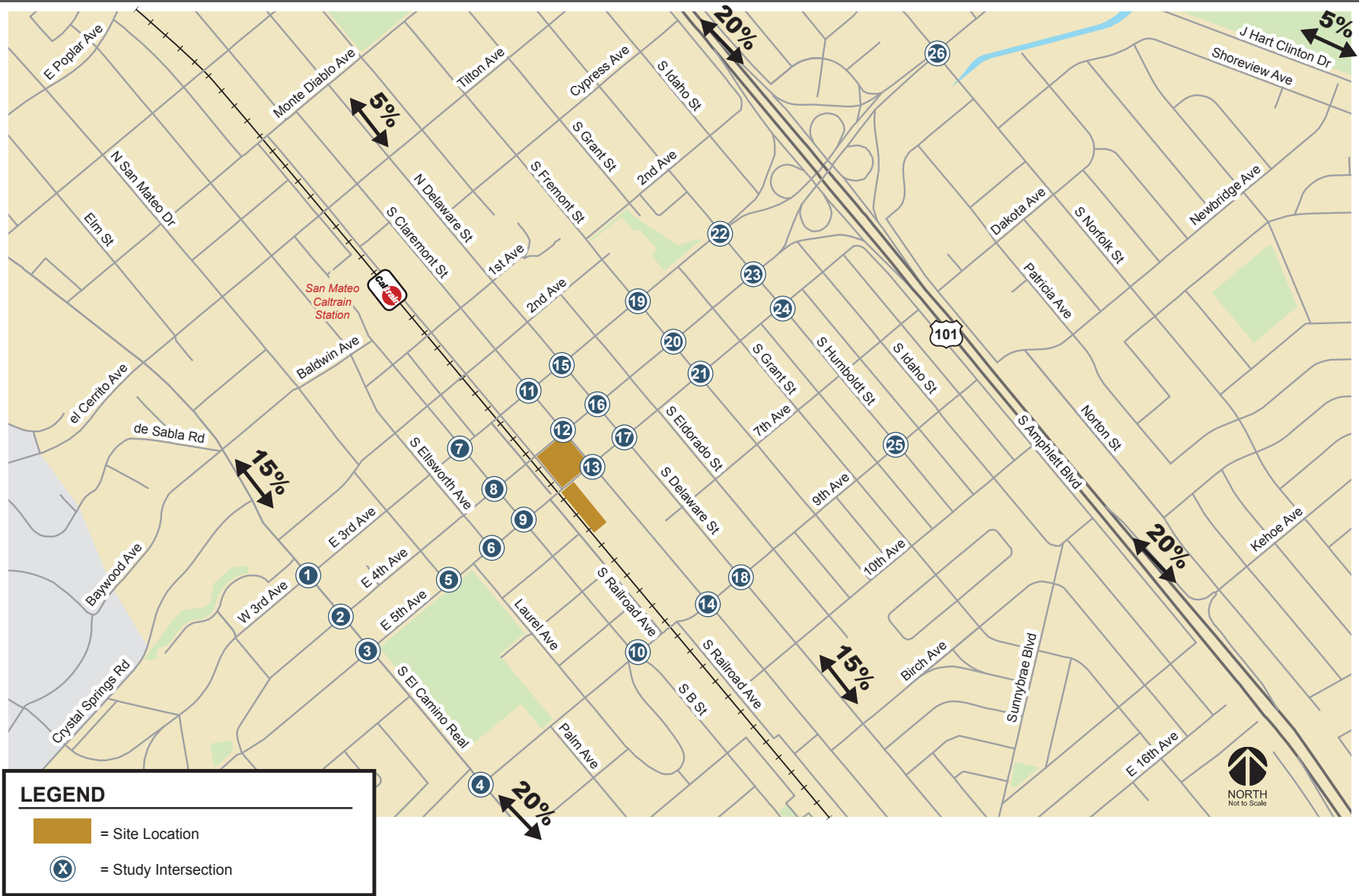
⁸⁷ The MXD model (Mixed Use Trip Generation Model v 4.0, 2010) was developed by Fehr & Peers for the US EPA to account for internal trip capture and external walking, biking and transit trip reductions due to the nature of mixed-use developments and local area characteristics. It does not account for specific trip reduction strategies that the project might incorporate, such as shuttles, bus passes, or bike-share.

amount of in-lieu fee spaces paid by each project as well as each project's office trip generation during the peak hours (referencing the respective traffic studies completed for these nearby office developments), Hexagon estimated that approximately 127 trips (112 in and 15 out) during the AM peak hour and 123 trips (20 in and 103 out) during the PM peak hour would occur as a result of these office employees parking in the project garage.

Parking Garage Retail Trips

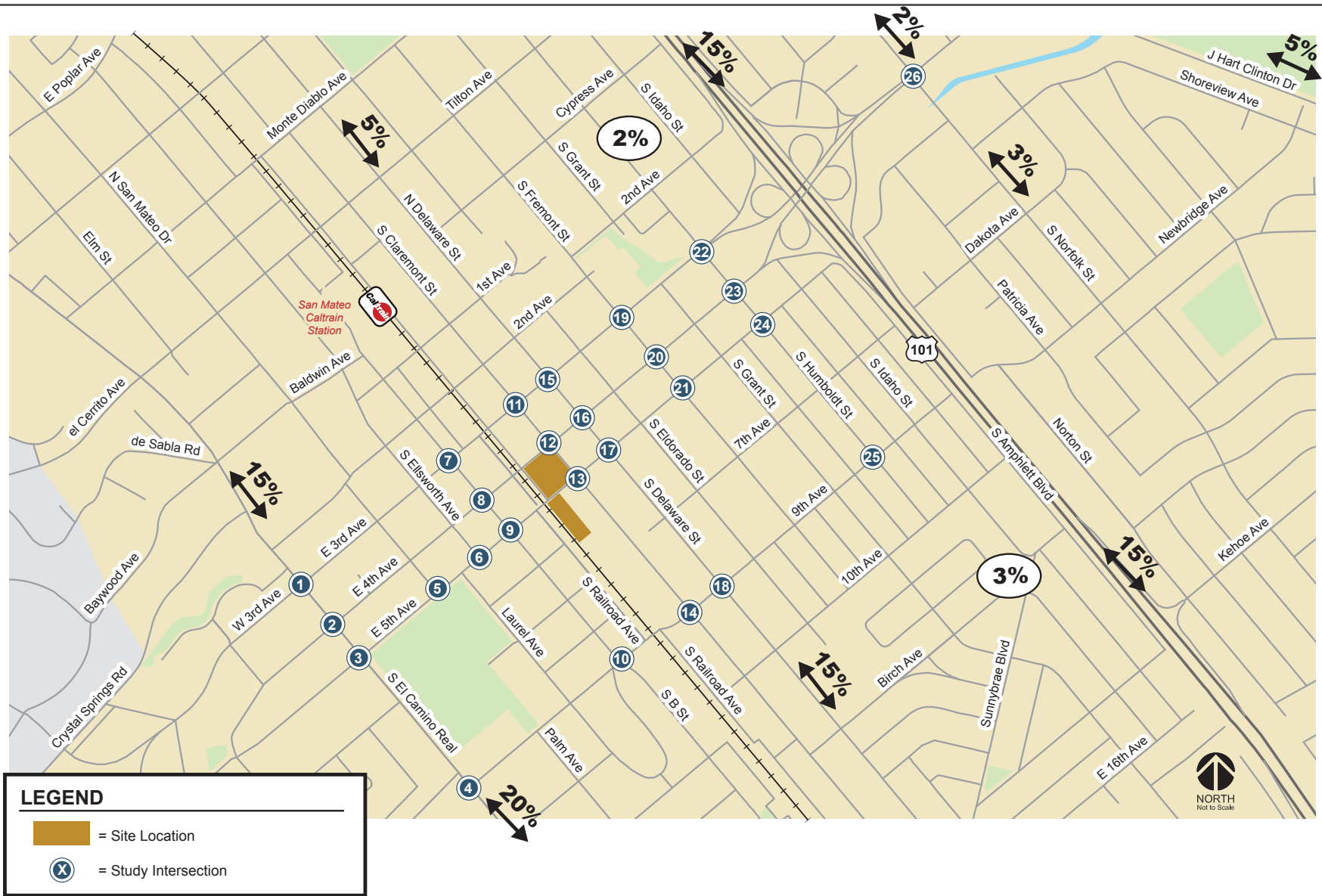
Later in the afternoon, all 298 of the new spaces would not be occupied by office employees. Therefore, some would be used by downtown retail patrons. Using data provided by City staff on per-space trip generation for a 10-hour space during the PM peak hour, Hexagon derived an inbound trip generation rate of 0.085 trips and an outbound rate of 0.043 trips per 10-hour public space. Using these rates, Hexagon estimated that approximately 38 trips (25 in and 13 out) during the PM peak hour would occur as a result of general downtown retail patrons rerouting themselves to park in the project garage.

Table 4.17-1: Project Trip Generation Estimates											
	<i>Size</i>	<i>Daily</i>		<i>AM Peak Hour</i>				<i>PM Peak Hour</i>			
Use		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
<i>Residential</i>											
Residential ¹	225	5.44	1,224	0.36	21	60	81	0.44	60	39	99
<i>Mixed-Use Reduction²</i>			(196)		(3)	(7)	(10)		(9)	(6)	(15)
Residential Trips			1,028		18	53	71		51	33	84
<i>Reassigned Trips</i>											
Existing Parking Lot (234 spaces) ³					60	13	73		15	57	72
Reassigned In-Lieu Fee Office Trips ⁴					112	15	127		20	103	123
Reassigned Retail Trips ⁵					0	0	0		25	13	38
Total Reassigned Trips⁶	532	3.95	2,101		172	28	200		60	173	233
Notes: ¹ Land Use Code 221: Multifamily Housing (Mid-Rise), General Urban/Suburban (average rates, expressed in trips per dwelling unit) ² Trip reduction of 12% in the AM and 15% in the PM, daily reduction calculated at 16%. Based on MXD model developed by Fehr & Peers for the US EPA to account for internal capture and external walking, biking, and transit trips due to mixed-use development and local area characteristics. (Mixed Use Trip Generation Model v 4.0, 2010) ³ The existing 234 parking spaces onsite would remain under project conditions. Peak hour trip generation was counted in May 2019. ⁴ Since 2015, four projects have paid parking in-lieu fees. It is assumed that the office components of these developments would generate trips to this garage. Trip generation is estimated based on each development's development status, project size, and amount of paid in-lieu spaces. ⁵ It is assumed that some existing downtown retail patrons would choose to parking the proposed garage. Based on data provided by City staff for 10-hr public parking spaces, Hexagon estimated approximately 25 such vehicles. Outbound trips were estimated based on data provided by City staff for general retail parking (3-hr public spaces). ⁶ Daily trip generation rates for 10-hr public parking spaces were based on observed data at the Main and Central garages, as provided by City staff.											



RESIDENTIAL TRIP DISTRIBUTION

FIGURE 4.17-2



PARKING GARAGE TRIP DISTRIBUTION

FIGURE 4.17-3

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)

There are four regional/local plans addressing the multimodal circulation system that are relevant to this project:

- C/CAG Congestion Management Program (CMP)
- City of San Mateo General Plan
- City of San Mateo Bicycle Master Plan
- City of San Mateo Pedestrian Master Plan

Potential Conflict with the C/CAG CMP

The C/CAG CMP establishes level of service standards for freeway segments within the County. Per C/CAG's Traffic Impact Analysis (TIA) Policy, adopted in August 2006, a project is considered to have a freeway segment conflict if it causes one of the following:

- 1) Freeway segments currently in compliance with the adopted LOS standard:
 - a) A project is considered to have a CMP conflict if the project will cause the freeway segment to operate at a level of service that violates the standard adopted in the current CMP.
 - b) A project will be considered to have a CMP conflict if the cumulative analysis indicates that the combination of the proposed project and future cumulative traffic demand will result in the freeway segment to operate at a level of service that violates the standard adopted in the current CMP and the proposed project increases traffic demand on the freeway segment by an amount equal to one (1) percent or more of the segment capacity, or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent.
- 2) Freeway segments currently not in compliance with the adopted LOS standard:
 - a) A project is considered to have a CMP conflict if the project will add traffic demand equal to one (1) percent or more of the segment capacity or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent.

The project's effects on freeway levels of service were analyzed in accordance with C/CAG CMP methods and are discussed in a separate General Plan Conformance Transportation Analysis report. Given that the number of project trips added to the freeways in the area is estimated to be less than the one percent threshold of freeway capacity, a detailed analysis of freeway segment levels of service was not performed.

Potential Conflict with the General Plan

The City of San Mateo 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:

- 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.

However, in accordance with CEQA Guidelines Section 15064.3(a) level of service can no longer be used as a metric to identify traffic impacts under CEQA. Therefore, the project traffic impacts related to the City's General Plan are considered less than significant. The project's effects on intersection levels of service are discussed in a separate General Plan Conformance Transportation Analysis report.

Vehicle Queuing

The operations analysis is based on vehicle queuing for high-demand left-turn movements at intersections where 10 or more project trips were added. Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement to determine if adequate storage is available to accommodate the 95th percentile queues. This analysis thus provides a basis for determining whether the addition of project trips would exacerbate peak hour queues and delays, as well as estimating future storage requirements at intersections.

Based on the selection criteria of 10 or more project trips per left-turn lane, the following lanes were analyzed:

- El Camino Real & 5th Avenue – southbound left-turn and westbound left-turn lanes
- Claremont Street & 5th Avenue – eastbound lane
- Delaware Street & 3rd Avenue – westbound left-turn lane
- Delaware Street & 5th Avenue – eastbound and northbound lanes

The queuing results for the background plus project scenario are compared to the background scenario to determine whether the project would cause extensive queuing issues. For the following turn lanes with 95th percentile queues exceeding the existing storages under background conditions, the project would lengthen the 95th percentile queues by at least one vehicle during at least one study period:

- El Camino Real & 5th Avenue – southbound left-turn – PM Peak Hour
- Delaware Street & 3rd Avenue – westbound left-turn – AM & PM Peak Hours
- Claremont Street & 5th Avenue – eastbound lane – PM Peak Hour
- Delaware Street & 5th Avenue – eastbound lane – AM & PM Peak Hours
- Delaware Street & 5th Avenue – eastbound lane – AM & PM Peak Hours

Below is a detailed discussion of the above identified locations under background plus project conditions.

El Camino Real & 5th Avenue – southbound left-turn lane

This left-turn movement has one turn lane with approximately 85 feet of available queue storage space. Under background conditions during the PM peak hour, the 95th percentile queue length would be 200 feet, with back-of-queue extending out of the turn pocket. Under background plus project conditions, the proposed project would add 16 southbound left-turn vehicles during the PM peak hour. The 95th percentile queue length would be extended by 25 feet to 225 feet. There is no room to further extend this turn pocket.

Delaware Street & 3rd Avenue – westbound left-turn lane

This left-turn movement has one turn lane with approximately 250 feet of available queue storage space. Under background conditions during the AM peak hour, the 95th percentile queue length would be 275 feet, with the back-of-queue extending out of the turn pocket. Under background plus project conditions, the proposed project would add 27 westbound left-turn vehicles during the AM peak hour. The 95th percentile queue length would be extended by 25 feet (i.e. one car length) to 300 feet. Under background plus project conditions during the PM peak hour, the 95th percentile queue would be 275 feet, with the back-of-queue extending out of the pocket. There is no room to further extend this turn pocket.

Claremont Street & 5th Avenue – eastbound lane

Under background plus project conditions during the PM peak hour, the micro-simulation analysis conducted for the downtown corridors (see the General Plan Conformance Report for details) indicated that traffic exiting the proposed garage would create queuing issues on eastbound 5th Avenue extending from Delaware Street back past the railroad tracks, which is a potential safety impact. This potential impact can be mitigated by the proposed physical improvement to restripe eastbound 5th Avenue to two lanes between the proposed project driveway and Delaware Street by removing on-street parking (see the General Plan Conformance Report for details). With this improvement, the eastbound per-lane demand volume on the roadway would be reduced and queuing would be shortened to better than existing conditions at Delaware Street. At Claremont Street, the 95th percentile queue length would be reduced to 125 feet and would not extend past the railroad tracks. “Keep Clear” markings could be considered along eastbound 5th Avenue in front of the proposed project driveway to facilitate vehicles accessing the proposed garage.

The General Plan Conformance Report identifies other locations with insufficient turn pocket lengths due to traffic generated/rerouted by the proposed project. Queues at these locations would not create any potential safety problems.

To ensure the project would not result in queuing issues, the following conditions of approval would be required.

Condition of Approval:

- Condition would require restriping eastbound 5th Avenue with two through lanes. The two through lanes would be needed east of the proposed project driveway and would require the removal of the on-street parking spaces along eastbound 5th Avenue east of the proposed project driveway. At the Claremont Street intersection, eastbound 5th Avenue would be restriped with one shared left-through lane and one shared through-right lane. To allow for a second receiving lane along eastbound 5th Avenue, on-street parking spaces along eastbound 5th Avenue between Claremont Street and Delaware Street would need to be removed. At the Delaware Street intersection, eastbound 5th Avenue would be restriped with one left-turn lane and one shared through-right lane. To accommodate the expected volumes under background plus project conditions, the intersection of Delaware Street and 5th Avenue would require careful signal coordination and retiming.
- **Claremont Street & 5th Avenue:** Condition would require “Keep Clear” markings along eastbound 5th Avenue in front of the proposed project driveway to facilitate vehicles accessing the proposed garage.
- **5th Avenue between railroad tracks and Claremont:** Remove parking on both sides of 5th Avenue along the property frontage and install Class II bike lanes per the 2020 Bike Master Plan.

Restriping the intersection is feasible within the existing right-of-way and would not result in any physical changes to the environment, such as the removal of trees, building demolition, substantial grading or other modifications to existing conditions.

Delaware Street & 5th Avenue – eastbound lane

Eastbound 5th Avenue at Delaware Street has one travel lane for all turning movements. Claremont Street is located approximately 210 feet west of the intersection. Under background conditions during the PM peak hour, the 95th percentile queue length would be 350 feet, with back-of-queue extending into the Claremont Street intersection. Under background plus project conditions, the proposed project would add 72 eastbound vehicles during the PM peak hour. The 95th percentile queue length would be extended by 50 feet (i.e. two car lengths) to 400 feet, and would be extended west farther past Claremont Street.

As discussed above, by removing on-street parking along eastbound 5th Avenue from Claremont Street to Delaware Street, eastbound 5th Avenue can be widened to accommodate one dedicated left-turn lane and one shared through-right lane. This would reduce the eastbound per-lane demand volume on the roadway and improve queuing to better than existing conditions.

Pedestrian Facilities

Pedestrian facilities near the project site consist of sidewalks along both sides of all roadways, as well as crosswalks at all signalized intersections. Signalized intersections in downtown San Mateo between San Mateo Drive and Delaware Street all have a pedestrian leading interval. Within the immediate vicinity of the project site, the intersections along Claremont Street at 3rd Avenue and at 4th Avenue both have bulbouts that reduce the crosswalk lengths and pedestrian exposure to traffic. There are no crosswalks at the all-way stop controlled intersection of Claremont Street and 5th

Avenue. Continuous pedestrian facilities are present between the residential component of the project and the nearby San Mateo Caltrain station.

The project proposes detached sidewalks along the streets fronting the residential component of the project site. Detached sidewalks provide barriers between pedestrians and roadway traffic and would improve pedestrian safety and comfort levels. Therefore, the project would be in conformance with the Pedestrian Master Plan.

Outside of trips to and from transit stops, the project is expected to generate some pedestrian traffic to nearby schools. The project is located approximately 2,500 feet northwest of the Sunnybrae Elementary School. Aside from the missing crosswalks at the intersection at Claremont Street and 5th Avenue, continuous pedestrian facilities exist between the project site and the elementary school. Borel Middle School and Aragon High School are both located approximately 1.5 mile southwest of the project site, and are not assumed to be within walking distance.

Condition of Approval:

- The project will install crosswalks at the intersection of Claremont Street and 5th Avenue to complete the pedestrian network within the immediate project vicinity.

Bicycle Facilities

The project could potentially generate bicycle traffic between the project site, nearby schools, and the San Mateo Caltrain station. Continuous bicycle facilities existing between the project site and the Caltrain station, as well as with the Sunnybrae Elementary School. Continuous bicycle facilities do not exist between the project site and Aragon High School or Borel Middle School. At the time of this report, the City of San Mateo is currently updating its citywide Bicycle Master Plan. The Draft Bicycle Network shows there are proposed plans that would provide continuous bicycle facilities from the project site to these two schools in the future.

Per City requirements, the project is required to provide 19 short-term and 267 long-term bicycle parking spaces for the proposed residential use. The project site plan shows a secured 267-space bike room south of the proposed lobby near 4th Avenue, consistent with City requirements. The project site plan also shows 20 short-term bicycle parking spaces along the project frontage on 5th Avenue, consistent with City requirements.

The recently adopted Bicycle Master Plan 2020 identifies a list of proposed bicycle network improvements. The identified improvements along the project frontage include bike lanes on 5th Avenue and bike boulevards on Claremont Street. The project would also be conditioned to remove parking on both sides of 5th Avenue along the property frontage and install Class II bike lanes per the 2020 Bike Master Plan. The project footprint would not intrude onto the public right-of-way and would not be in conflict with the adopted Bicycle Master Plan 2020.

The proposed project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. Therefore, the project would not result in a significant impact on bicycle facilities in the City.

Transit Facilities

The project site is served by three bus routes (five routes on school days), and all buses stop within walking distance of the project site. In addition, the San Mateo Caltrain station is located approximately 1,600 feet north of the project site and is also within walking distance. There are continuous pedestrian facilities connecting the residential component of the project site to the various bus stops and the San Mateo Caltrain station. The project is anticipated to generate additional transit ridership on the buses and Caltrain. The Caltrain electrification project would enable Caltrain to provide more frequent train service. Caltrain predicts an initial capacity increase of over 30%. It is expected that the Caltrain electrification project would accommodate the potential increase in transit ridership generated by the project.

Impact TRN-2: The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). (Less than Significant Impact)

This question pertains specifically to VMT as the means of analyzing transportation impacts of a project. Per CEQA Guidelines Section 15064.3(c), agencies can wait as late as July 1, 2020 to adopt a VMT policy. The City of San Mateo has not yet adopted a VMT policy. In the absence of an adopted, or even draft City policy with numeric thresholds, this study utilized the Governor's Office of Planning and Research (OPR) guidelines in analyzing VMT.

CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's OPR in December 2018 provides recommendations regarding VMT evaluation methodology, significance thresholds and screening thresholds for land use projects. The following OPR recommendations are relevant to the project:

- OPR recommends that office or residential projects exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact.
- OPR recommends that projects (including office, residential, retail and mixed-use developments) proposed within ½ mile of an existing major transit stop (San Mateo Caltrain station qualifies) may be presumed to have a less-than-significant impact on VMT.
- OPR recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT.

Residential VMT

The project proposes to construct a 225-unit affordable housing complex in Downtown San Mateo. The project site is located approximately 1,600 feet south of the San Mateo Caltrain station, which is about a 7-minute walk or a 3-minute bike ride. According to OPR recommended guidelines, the residential component of the project may be presumed to have a less-than-significant impact on VMT because it is located within ½ mile of an existing major transit stop and is a 100 percent affordable residential development.

A quantitative VMT analysis also was conducted. According to the Year 2020 Plan Bay Area model forecasts, the Transportation Analysis Zone (TAZ) containing the project site (TAZ 257) is estimated

to generate 13.03 average daily VMT per resident. In comparison, the San Mateo County average daily VMT per resident is 16.02. The estimated project VMT per resident would be 18.66 percent below the County-wide average, which is below the OPR recommended residential VMT threshold of 15 percent below existing regional VMT per capita. Therefore, the proposed residences can be expected to generate less than significant VMT when compared to the County average, beyond the fact the project site is within ½ mile of Caltrain.

Parking Garage VMT

The proposed 696 parking spaces in the parking garage would serve three purposes:

- 1) 164 spaces would be reserved and gated for the new residential development on site,
- 2) 234 spaces would replace the existing public parking spaces on site and street spaces that would be lost due to the project, and
- 3) the remaining 298 parking spaces would be built to serve the downtown in-lieu parking program.

It is this last component of the parking garage that is subject to VMT analysis. The City of San Mateo Municipal Code 27.64.100 states that projects within the Central Parking and Improvement District (CPID) within the downtown specific planning area are allowed to satisfy their CPID-specific parking requirements through in-lieu fee payment. According to City staff, since year 2015, primarily office developments within the CPID district have paid for 325 in-lieu fee spaces:

- 221 S. El Camino Real – 92 in-lieu fee spaces
- 2 E. 3rd Avenue – 59 in-lieu fee spaces
- 405 E. 4th Avenue – 70 in-lieu fee spaces
- 406 E. 3rd Avenue – 104 in-lieu fee spaces

Since 298 parking spaces are proposed to be built for the in-lieu parking program, these spaces can be associated with the developments, which are mostly office developments. These 298 spaces are also proposed to be delineated as 10-hour parking spaces, which are more catered towards employee parking.

These developments were evaluated for transportation impacts under CEQA at the time using LOS, and approved before VMT analysis became necessary. Therefore, it would be appropriate to assess their VMT as part of this project because this project will provide some of the parking spaces (i.e. what parking could not be accommodated on their respective sites) that they need in order to comply with City parking requirements, which are already reduced for Downtown projects compared to Citywide parking standards. According to OPR recommended guidelines, office projects may be presumed to have a less-than-significant impact on VMT if they are located within ½ mile of an existing major transit stop. By linking these parking spaces as serving those office developments, it may be presumed that these parking spaces would generate a less-than-significant VMT impact.

Construction Trips

Construction of the project would involve temporary truck trips associated with the hauling of excavated materials and construction materials, including soil excavation activities associated with the proposed remediation activities described in Section 3.1.5 of this Initial Study/EA. Remediation activities are anticipated to generate approximately four off-haul trips. There are no applicable VMT requirements that apply to construction traffic.

Transportation Demand Analysis

Transportation Demand Management (TDM) is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle trips to help relieve traffic congestion, parking demand, and air pollution. The purpose of a TDM Plan is to propose trip reduction strategies with the goal of reducing overall vehicular trip making activity in the area. Although not formally adopted, the City's Sustainable Street Plan provides transportation demand management guidelines for new development within the Downtown Area Plan boundaries. New developments within the boundaries of the Downtown Specific Planning Area are required to prepare a Transportation Demand Management (TDM) plan that encourages a 25% trip reduction off of baseline trip generation numbers for the site proposed for development. Additionally, proposed developments in the Downtown Area would be required to make a monetary contribution to fund the establishment of, and participate in, the Transportation Management Association (TMA) for the Downtown Area, as well as submitting a trip reduction and parking management plan, and preparing an annual monitoring plan.

The proposed project is within the boundaries of the Downtown Area. Since the proposed project will locate housing within one-quarter mile of the Caltrain station, the project would generate traffic at a rate that is 16 percent below typical housing. Therefore, the project's TDM plan would need to aim to achieve an additional nine percent reduction from the standard trip generation rate. The project's TDM plan includes measures such as encouraging walking and transit use through building design and orientation, car sharing programs, provision of SamsTrans bus passes, on-site bicycle repair station, transportation information kiosk/board, promotional programs to ensure new tenants use available transportation options, and a designation of TDM Coordinator.

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)

The project proposes a parking garage on the existing Claremont and 5th parking lot. This parking garage also would include parking spaces for the residential component of the project. Pedestrian access from the residential parking spaces to the residential building would be provided via a pedestrian bridge. The proposed site plan would provide vehicles with adequate connectivity through the parking areas. The parking aisle widths all meet the San Mateo parking design standards. Sufficient turnaround spaces are also provided for parking spaces at dead-end aisles. A security gate is shown on the fourth level separating the public parking spaces from the residential spaces, meeting City requirements.

For vehicles exiting the parking garage, adequate sight distance must be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping

sight distance, which varies according to the speed limit of the roadway that vehicles would turn onto. The project driveway is located on 5th Avenue, which has a speed limit of 25 mph, the Caltrans stopping sight distance requirement is 200 feet (based on a design speed of 30 mph). There are no roadway curves or vegetation along either side of the driveway, but there are on-street parking spaces located on both sides of the driveway. To maintain adequate sight distance, the following condition of approval would be required.

Condition of Approval:

- To maintain adequate sight distance for vehicles exiting the project driveway, one parking space west of the driveway should be removed.

Eastbound 5th Avenue at Delaware Street and Claremont Street has one travel lane for all turning movements. Claremont Street is located approximately 210 feet west of the Delaware intersection. The rail tracks are located approximately 235 feet west of Claremont Street, and B Street is located approximately 235 feet west of the rail tracks. Under background conditions during the PM peak hour, the 95th percentile queue at Delaware Street would be 350 feet, with the back-of-queue extending into the Claremont Street intersection and at Claremont Street would be 250 feet, with the back-of-queue extending over the railway tracks. Under background plus project conditions, the 95th percentile queue length at Delaware Street would be extended by 50 feet (i.e. two car lengths) to 400 feet, and would be extended west farther past Claremont Street, and the 95th percentile queue length at Claremont Street would be extended by 500 feet (i.e. 20 car lengths) to 750 feet and would extend further west of the railroad tracks, which is a potential safety impact. This potential impact would be reduced by the proposed physical improvement to restripe eastbound 5th Avenue to two lanes between the proposed project driveway and Delaware Street by removing on-street parking (refer to the Conditions of Approval described above). With this improvement, the eastbound per-lane demand volume on the roadway would be reduced and queuing would be shortened to better than existing conditions at Delaware Street. At Claremont Street, the 95th percentile queue length would be reduced to 125 feet. While this queue would still block the project driveway, it would not extend beyond B Street. As described above, the project would be conditioned to implement “Keep Clear” markings along eastbound 5th Avenue in front of the proposed project driveway to facilitate vehicles accessing the proposed garage.

The proposed project would not substantially increase hazards on-site due to a design feature, nor would the project inhibit emergency access to the site or surrounding uses. The project would be subject to the City of San Mateo’s SPAR process for additional review of the adequacy of circulation patterns. In this manner, the proposed project would not create or increase on-site hazards. **(Less Than Significant Impact)**

Impact TRN-4: The project would not result in inadequate emergency access. (Less than Significant Impact)

Emergency vehicle access would be provided via the surrounding roadways (3rd Avenue, 4th Avenue, 5th Avenue, Claremont Street, and Delaware Street) that border the project site. All driveway and drive aisles are at least 20 feet wide, which complies with the City’s requirements for

emergency vehicle access. Emergency access would not be inhibited by the proposed project. **(No Impact)**

4.19 TRIBAL CULTURAL RESOURCES

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

Federal

Senate Bill 18

The intent of Senate Bill (SB) 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

State

Assembly Bill 52

Assembly Bill (AB) 52, effective July of 2015, established a new category of resources for consideration by public agencies when approving discretionary projects under CEQA, 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 when it is concluded that mutual agreement cannot be reached.

Under AB 52, a 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 Resources⁸⁸
- 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.

Local

The City of San Mateo General Plan contains the following policies pertaining to tribal cultural resources which are applicable to the project:

⁸⁸ See Public Resources Code section 5024.1. The State Historical Resources Commission oversees the administration of the CRHR and is a nine-member state review board that is appointed by the Governor, with responsibilities for the identification, registration, and preservation of California's cultural heritage. The CRHR “shall include historical resources determined by the commission, according adopted procedures, to be significant and to meet the criteria in subdivision (c) (Public Resources Code, Section 5024.1 (a)(b)).

Policies	Description
C/OS 7.1	Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.
C/OS 8.5	Foster public awareness and appreciation of the City's historic, architectural, and archaeological resources.

4.19.1.1 *Existing Conditions*

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. The majority of the City is in a low sensitivity zone wherein archaeological resources are not generally expected but may occur.

An archaeological literature search was performed for the adjacent development site by Holman & Associates Archaeological Consultants. A copy of their report dated June 24, 2019 is available for review at the San Mateo Planning Department. The Holman report determined that no archaeological sites are recorded within or adjacent to the project area, however several shell middens are recorded within a half mile. The project site is located within a shell mound sensitivity zone, with a low to moderate potential for buried archaeological deposits.

The City of San Mateo has not received any requests for notification and consultation from Native American tribes in regards to the proposed project.

4.19.2 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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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 with Mitigation Incorporated)**

The archaeological records search prepared for the project site indicated that several shell middens are recorded within a half mile of the site. The project site is located within a shell mound sensitivity zone, with a low to moderate potential for buried archaeological deposits. Although the site does not contain cultural resources that have been identified in prior studies, and the site is located in a low archaeological sensitivity zone as identified on City maps, it is assumed that the project site is highly sensitive for Native American archaeological sites and redeposited shell midden.

The mitigation measures described previously (**MM CUL-2.1**) require archaeological monitoring during the removal of asphalt/concrete, pavement, potholing, tree removal and other ground disturbing activities prior to construction. In the event a sufficient subsurface sample has not been observed, mechanical presence/absence exploration shall occur. An archaeological research design and work plan shall be prepared to facilitate archaeological excavation and evaluate any feature or deposit discovered to the National Register. Adhering to these mitigation measures would ensure that the project does not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the CRHR or in a local register. **(Less than Significant with Mitigation Incorporated)**

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)**

The archaeological monitoring, presence/absence testing, and archaeological research design and work plan prescribed as a mitigation measure (**MM CUL-2.1**) of the project 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.

The City sent out a request for consultation to potentially affected Native American tribes in the area on June 10, 2019. On 16 June 2019, Michelle Zimmer, Enrollment and Communications Officer of the Amah Mutsun Tribal Band of Mission San Juan Bautista, emailed that the area was highly sensitive for archaeological sites, especially near the railroad tracks. She also requested the results of the CHRIS records search. On 19 June 2019, Holman and Associates summarized the records search results and provided her recommendations. No additional responses were received and the City has not received any requests for tribal consultation regarding the proposed project. It is not anticipated that tribal cultural resources are discovered at the site. As mentioned, the project would adhere to mitigation measures that reduce impacts to as-yet undiscovered tribal cultural resources to a less than significant level. Therefore, the project would not cause a substantial adverse change to a tribal cultural resource that is determined by the lead agency to be significant. **(Less than Significant with Mitigation Incorporated)**

4.20 UTILITIES AND SERVICE SYSTEMS

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

State

Assembly Bill 939

Assembly Bill 939, signed in 1989, established the California Integrated Waste Management Board (CIWMB; now the California Department of Resources Recycling and Recovery [CalRecycle]) and required all California counties to prepare integrated waste management plans. AB 939 also required all municipalities to divert 50 percent of the waste stream by the year 2000.

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 resource 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 General Plan

Applicable San Mateo General Plan policies related to utilities and service systems include, but are not limited to, the following listed below.

Policies	Description
LU 4.4	<p>Seek to ensure a safe and predictable water system for existing and future development by taking the following actions:</p> <ol style="list-style-type: none">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.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.

Policies	Description
LU 4.7	Provide a sewer system which safely and efficiently conveys sewage to the waste water 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	<p>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:</p> <ol style="list-style-type: none"> 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	<p>Implement actions to achieve Goal 8e which states:</p> <p>Reduce citywide gross water consumption per capita to 102 gallons/day. Reduce the residential per capita to 70 gallons/day.</p> <p>Potential supportive actions include:</p> <ol style="list-style-type: none"> 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. 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 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.

4.20.1.2 *Existing Conditions*

The project site is developed with two surface parking lots and the Worker Resource Center. The Worker Resource Center is connected to the City of San Mateo's sewer, water, wastewater, and solid

waste service systems. Natural gas and electrical services are provided to the surrounding areas by PG&E and Peninsula Clean Energy, respectively.

Water Service

The site is currently serviced by the California Water Service Company (Cal Water) and is located within Cal Water's Mid-Peninsula Water District. Cal Water purchases water from the San Francisco Public Utilities Commission (SFPUC) to meet the City's water demand. The demand from the Mid-Peninsula Water District as a whole was estimated to be 18,780 acre-feet per year in 2015 and forecasted to increase to 19,004 acre-feet per year in 2020.⁸⁹ The volume of water supplied solely to the City of San Mateo by Cal Water was 9,560 acre-feet in 2015, according to the 2015 Urban Water Management Plan (UWMP) for the Mid-Peninsula District. The UWMP also determined that the vast majority of water demand in the Mid-Peninsula Water District stems from single-family residences (87.4%), followed by commercial uses (9.5%) and multi-family residences (1.9%). 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 2040.

The existing development on the project site generates minimal water demand. Using water demand rates for an "Office Building" land use, the 2,550-square foot Worker Resource Center has a water demand of approximately 2,003 gallons per day (gpd).⁹⁰ Existing water lines are located in East 5th Avenue, South Claremont Street, East 4th Avenue, and South Railroad Avenue.

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, about 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 and 25 percent. The WWTP collects wastewater from these two facility owners, plus portions of Hillsborough, Belmont, Crystal Springs County Sanitation District, and the County of San Mateo, for treatment and eventual discharge into the San Francisco Bay.

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.⁹¹ The WWTP can treat up to 60 mgd per day 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

⁸⁹ City of San Mateo. *City of San Mateo 2030 General Plan EIR, Public Services p. 4.11-21*. 2010.

⁹⁰ California Emissions Estimator Model. Appendix D – Default Data Tables – Table 9.1 Water Use Rates. September 2016.

⁹¹ San Mateo Clean Water Program. *Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project*. November 2017.

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.⁹² 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.⁹³

The existing Worker Resource Center generates approximately 357 gpd of wastewater.⁹⁴ There are existing eight-inch, 10-inch, 12-inch, and 18-inch sanitary sewer lines in East 5th Avenue and a 8-inch and 12-inch sanitary sewer lines on South Claremont Street available to serve the project.

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 typically flows into the City's existing storm drains on East 5th Avenue and South Railroad Avenue. Runoff from the site is conveyed through the City's stormwater system until its release into the San Francisco Bay. The project site is located within the San Mateo Creek drainage basin, a 35 square mile basin that includes four square miles within San Mateo city limits. Most of the land contained within San Mateo Creek drainage basin is urbanized. The City's storm drain system has sufficient capacity to accommodate storm drainage from the existing development.

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 2034.⁹⁵ The remaining capacity at this facility is 22,180,000 cubic yards.

The Worker Resource Center generates approximately 2.4 tons of solid waste per year.⁹⁶

⁹² City of San Mateo. Final Environmental Impact Report, City of San Mateo Clean Water Program. April 2016.

⁹³ Clean Water Program. Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project. March 27, 2020. <https://cleanwaterprogramsanmateo.org/wwtp/>.

⁹⁴ BKF Engineers. *Memorandum: 480 East 4th Avenue, San Mateo – Sanitary Sewer Demand and Capacity Calculations*. September 9, 2019.

⁹⁵ CalRecycle. Solid Waste Facility Permit – Corinda Los Trancos Landfill (Ox Mountain). April 12, 2017. <https://www2.calrecycle.ca.gov/PublicNotices/Details/2078>

⁹⁶ California Emissions Estimator Model. Appendix D – Default Data Tables – Table 10.1 Solid Waste Disposal Rates. September 2016.

4.20.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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. No relocation or construction of water facilities is required by the proposed project. The project proposes six-inch lateral connections to the existing water line in East 5th Avenue. Three fire hydrants would be installed on the north, east, and south sides of the proposed residential building and would also connect to existing water lines in adjacent streets. 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 proposed residential building would construct six-inch lateral sewer connections to an existing 18-inch sewer main in East 5th Avenue; the proposed parking garage would construct a six-inch lateral sewer connection to an existing eight-inch main in East 5th Avenue. 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 marginally reduce the level of stormwater runoff generated at the site. The site is largely paved over, although there is minimal landscaping present in parking lot medians and along the site perimeter. As it exists, the project site is approximately 90 percent impervious and ten percent pervious. The project would result in 86,740 square feet of impervious surfaces and 18,320 square feet of pervious surfaces. As discussed in *Section 4.10, Hydrology and Water Quality*, 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. The project would include new 10-inch and 12-inch private storm drain lines and new private storm drain inlets to capture runoff generated from the proposed buildings. Construction of new storm drainage infrastructure would occur during grading and would not cause significant environmental effects. **(Less than Significant Impact)**

Electric Power, Natural Gas, and Telecommunication Facilities

The project would be served by existing electric power, natural gas, 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. Connecting 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)
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The Mid-Peninsula District's water supply (14 billion gallons per year through 2040) is shared among Cal Water Service's three districts (South San Francisco District, Bear Gulch District and Mid-Peninsula District). The District's Urban Water Management Plan anticipates that the City is expected to meet projected water demand through 2040 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 during years of drought. Additionally, Cal Water's development of alternative water supplies also ensures that there is not a water deficit.

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 generate a gross water demand of approximately 65,484 gpd.⁹⁷ The parking garage component of the project would not require or use water. When factoring in the existing water demand of the Worker Resource Center, the project would result in a net demand of approximately 64,217 gpd. The proposed project would increase water consumption on-site; however, this increase would not prevent Cal Water from meeting its customers' water demands.

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.

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 water demand for multi-family land uses in the Mid-Peninsula District's service area (the cities of San Mateo and San Carlos) was 1,861 acre-feet per year (or 606 million gallons per year).⁹⁸ The water demand for multi-family uses is forecasted to increase to 2,658 acre-feet per year by 2020 and 2,807 acre-feet per year by 2025. The net increase in water demand associated with the proposed project would amount to approximately 51.25 acre-feet per year (or 16.7 million gallons per year), an increase which does not exceed expected values. The estimated increase in water use on the project site will be minimal in comparison to the District's total demand. The District's UWMP anticipates that the City will meet projected water demand through 2040 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 during the years of drought. Additionally, Cal Water's development of alternative water supplies also ensures that there is not a water deficit.

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, the proposed project would not significantly impact water supplies in the region. **(Less Than Significant Impact)**

⁹⁷ Illingworth & Rodkin. *MidPen Downtown San Mateo Opportunity Sites Air Quality & Greenhouse Gas Assessment*. January 20, 2020.

⁹⁸ California Water Service. *2015 Urban Water Management Plan – Mid-Peninsula District*. Table 4-1. June 2016.

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)

The San Mateo WWTP has an ADWF design capacity of 15.7 mgd and a peak wet weather capacity of approximately 40 mgd. The current ADWF is approximately 11.6 mgd. The ADWF is expected to increase directly with the increase in population within the service area, resulting in an ADWF of 13.9 mgd by the year 2035. The expected increase in ADWF would not result in an exceedance of capacity at the treatment plant.

The project is estimated to result in a net increase of approximately 54,584 gallons of wastewater per day.⁹⁹ On its own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP. The increase in wastewater from the proposed project would be consistent with expected growth metrics for population and housing in the City that were used to analyze impacts from planned development until 2030 under the General Plan. 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. The parking garage component of the project would not generate wastewater. Therefore, the proposed project would not significantly impact the wastewater treatment capacity of the City of San Mateo. **(Less than Significant Impact)**

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 225 residential units, amounting to an increase in local population of 590 persons. The City has established solid waste generation rates of approximately 3.9 pounds of waste per resident per day.¹⁰⁰ The project would result in a net increase in solid waste generated at the site of approximately 2,301 pounds of waste per day. This represents an incremental increase in waste generated in the City. Additionally, the project would provide recycling services to residents. The project would not interfere with the City’s goals of increasing measured waste diversion to 50 percent in 2020 and maximum diversion to 90 percent by 2050, as set forth by General Plan Policy LU-8.6. The parking garage component of the project would not generate solid waste.

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 2034.¹⁰¹ The City implements programs to reduce solid waste materials in landfills, and in 2015 achieved a landfill diversion rate of approximately 73

⁹⁹ Based upon the CalEEMod standard estimate of wastewater comprising 85 percent of water use.

¹⁰⁰ City of San Mateo. Recycling, Compost, and Garbage. Available at: <http://www.cityofsanmateo.org/index.aspx?NID=2076>. Accessed February 7, 2020.

¹⁰¹ CalRecycle website. Available at: <https://www2.calrecycle.ca.gov/swfacilities/Directory/41-AA-0002/>. Accessed October 10, 2019.

percent.¹⁰² The proposed residential project will not result in a substantial increase in waste landfilled at Ox Mountain Landfill, or be served by a landfill without sufficient capacity. **(Less than Significant Impact)**

Impact UTL-5: The project would not be noncompliant with federal, state, and 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 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. **(Less than Significant Impact)**

¹⁰² City of San Mateo. *Recycling, Compost, and Garbage*. Available at: <http://www.cityofsanmateo.org/index.aspx?NID=2076>. Accessed October 10, 2019.

4.21 WILDFIRE

4.21.1 Environmental Setting

4.21.1.1 *Existing Conditions*

There are no wildland fire hazards in the City of San Mateo; however, to the west of the City within the City's Sphere of Influence there are undeveloped portions of the western hills that are considered wildland fire hazards. 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.¹⁰³

The project site is in the developed Downtown portion of the City and is not located in a very high fire hazard severity zone.^{104,105}

4.21.2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)**

¹⁰³ San Mateo 2030 General Plan, Safety Element. October 2010.

¹⁰⁴ 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.

¹⁰⁵ California Department of Forestry and Fire Protection. *San Mateo County: Fire Hazard Severity Zones in SRA*. November 2007.

	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 prior sections of this Initial Study, the proposed project would not degrade the quality of the environment, substantially affect biological resources, or eliminate important examples of California history or prehistory with implementation of the identified conditions of approval and mitigation measures. As discussed in Section 4.3, Air Quality, implementation of BAAQMD best management practices would reduce potentially significant air quality impacts to a less than significant level. As discussed in Section 4.4, Biological Resources, adherence to the City of San Mateo’s Tree Preservation Ordinance and listed mitigation measures for impacts to nesting birds (MM BIO-4.1 through MM BIO-4.4) would reduce potentially significant impacts to biological resources to a less than significant level. As discussed in Section 4.5, Cultural Resources, with implementation of the identified conditions of approval and mitigation measures (MM CUL-2.1 and MM CUL-2.2), the project would result in a less than significant impact on cultural resources. As

discussed in Section 4.13, Noise and Vibration, temporary noise and groundborne vibration impacts generated during the construction phase of the project would be reduced to less than significant levels with the implementation of the identified mitigation measures (MM NOI-1.1, MM NOI-1.2, and MM NOI-2.1). As discussed in Section 4.17, Transportation, with implementation of the identified physical improvements, the proposed project would be consistent with the City's LOS policies. Significant project-level impacts can all be mitigated to a less than significant level. **(Less Than Significant With Mitigation Incorporated)**

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 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 4.7 as less than cumulatively considerable. Therefore, the proposed project would not make a substantial contribution to cumulative air quality or GHG emissions impacts.

With the implementation of mitigation measures and conditions of approval, development on the site would not result in significant geology and soils or hydrology and water quality impacts and would not contribute to cumulative impacts to these resources, as these are specific to the site, and do not have the potential to contribute to or combine with localized, specific conditions on other development sites across the City over the planning horizon of the General Plan. Also, the project would not impact agricultural and forest resources or mineral resources and, therefore, the project would not contribute to a significant cumulative impact on these resources.

The proposed project, in conjunction with cumulative projects, would not result in the loss of sensitive habitat. The project proposes the removal of 67 existing trees. The project proposes to comply with the City's policy regarding tree removal and replacement and would not result in significant impacts to trees. Pre-construction nesting bird surveys are required as mitigation, therefore, the project would not contribute to a significant cumulative impact on migratory birds.

Cumulative traffic conditions, including projects approved and under construction in the City of San Mateo, as well as General Plan buildout include the following:

- Central Park South: develop a 33,500 square foot office building and a 60-unit apartment building
- 210 S. Fremont Street: develop a 15-unit condominium building
- 737 2nd Avenue: develop a 7-unit multi-family residential building
- 405 E. 4th Avenue: develop a mixed-use building with 55,300 square feet of office and 15 residential units
- 333-345 South B Street: develop an additional floor consisting of 7,000 square feet of office space
- 303 Baldwin Avenue: develop a 64-unit apartment building with 60,664 square feet of office space and 19,952 square feet of retail space
- Essex at Central Park: develop an 80-unit apartment building with 7,000 square feet of retail space
- 520 El Camino Real: 6,379 square feet office expansion
- 406 E. 3rd Avenue: develop a 25-unit apartment building with 103,020 square feet of office space

Under cumulative conditions, the project would substantially increase delay based on the City's LOS policy at the following intersections:

- Delaware Street & 5th Avenue – AM & PM Peak Hours

To ensure the project would be consistent with the City's LOS policy, the project would be required to implement conditions of approval that would require restriping and signal coordination/retiming (Refer to page of 181 of this Initial Study/EA). With the implementation of these conditions, the project would be consistent with the City's LOS policy.

The above-mentioned projects are required to comply with federal, state, and local regulations and have incorporated mitigation measures to reduce environmental impacts. Furthermore, these developments are consistent with land use and zoning designations for planned development analyzed under the City of San Mateo's 2030 General Plan EIR.

The proposed project would result in temporary air quality, biological, cultural, hazardous materials, and noise impacts during construction. With implementation of the conditions of approval, BMPs, and mitigation measures identified in this Initial Study and in the City of San Mateo's 2030 General Plan EIR, construction-level impacts would be mitigated to a less than significant level and would not be considered cumulatively considerable.

Operational impacts from the proposed project would be reduced by adherence to local, state, and federal regulations. The proposed project would comply with all California Codes, General Plan policies, municipal code, and State Water Board regulations. The project would not result in cumulatively considerable operational impacts by adhering to established policies and regulations.
(Less Than Significant With Mitigation Incorporated)

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 construction air quality, hazardous materials and noise. The proposed project would adhere to General Plan policies and implement mitigation measures to reduce potential impacts to a less than significant level. As discussed in Section 4.3, Air Quality, in accordance with City policy, the proposed project would not expose future sensitive receptors to health risks associated with mobile and stationary sources of toxic air contaminants above CEQA significance thresholds. No other direct or indirect adverse effects on human beings have been identified. **(Less Than Significant With Mitigation Incorporated)**

SECTION 5.0 OTHER SECTIONS REQUIRED BY NEPA

The National Environmental Policy Act requires consideration of physical and socioeconomic impacts beyond those required by the California Environmental Quality Act. The purpose of this chapter is to address those additional NEPA requirements and to fulfill the additional environmental documentation required by the U.S. Department of Housing and Urban Development prior to its taking a federal action.

5.1 COMPLIANCE WITH 24 CFR 50.4, 58.5, AND 58.6 LAWS AND AUTHORITIES

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	The project site is located approximately 3.7 miles southeast of San Francisco International Airport. It is located beyond the outer boundary of safety compatibility zones, and outside of the CNEL noise contour for the airport. [Source: (1)]
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	The project site is an infill parcel within an urbanized area of San Mateo. The site is not located in or near a coastal zone or coastal barrier resource area. [Source: (2)]
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	The site is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X, which is defined as “areas determined to be outside the 0.2% annual chance floodplain.” [Source: (3)]
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	The proposed project would conform to the federal Clean Air Plan. Based on the location,

Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93		<p>service area, and objectives of the project, the project would not substantially increase air emissions in the project area.</p> <p>See the discussion in <i>Section 4.3, Air Quality</i> of the Initial Study.</p> <p>[Source: Appendix A]</p>
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The project site is not located in a coastal zone, as defined by the California Coastal Act (Public Resources Code, Division 20, Section 3000 et seq.). The nearest coastal zone is located approximately 2.8 miles to the west. A Coastal Development permit is not required for the project.</p> <p>[Source: (2)]</p>
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes No <input checked="" type="checkbox"/> <input type="checkbox"/>	<p><i>A Phase I Environmental Site Assessment and Limited Phase II Subsurface Investigation</i> was prepared to ASTM E-1527 standards for the project site in July and November 2018. An Environmental Site Characterization (ESC) was completed for both parcels in January 2020.</p> <p>Contaminated soil and groundwater are present at the project site, including elevated concentrations of TPHg and benzene. As discussed in <i>Section 4.8, Hazards and Hazardous Materials</i>, the soil vapor analytical results indicate that VOC compounds benzene, chloroform, and PCE were detected at concentrations exceeding their respective 2019 RWQCB ESLs for vapor intrusion, specifically in the samples collected from 480 East Fourth Avenue parcel. Additionally, the groundwater analytical results indicate the presence of VOC compounds, specifically PCE, above current ESLs. Benzene and chloroform were detected in the soil vapor samples. Chloroform and PCE were detected at low levels in the groundwater samples. Because these VOC compounds were not detected in soil samples collected from the site, the contamination is likely associated with an off-site source.</p>

		<p>Mitigation measure MM HAZ-2.1 requires preparation of a Site Management Plan (SMP) and a Health and Safety Plan (HASP) to ensure impacts to construction workers and adjacent uses do not occur during site redevelopment.</p> <p>In addition, as a condition of approval, the project would be required to install vapor barriers and/or passive venting beneath the proposed residential building on the 480 East 4th parcel.</p> <p>[Source: Appendix E, F and G]</p>
<p>Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The USFWS was contacted for a list of threatened and endangered species that may occur within the boundary of the proposed project and/or be affected by the proposed project pursuant to Section 7 of the Endangered Species Act (see Appendix I). The species of concern are:</p> <ul style="list-style-type: none"> • Salt Marsh Harvest Mouse • California Clapper Rail • California Least Tern • Marbled Murrelet • Western Snowy Plover • Green Sea Turtle • San Francisco Garter Snake • California Red-legged Frog • Delta Smelt • Bay Checkerspot Butterfly • Mission Blue Butterfly • Myrtle's Silverspot Butterfly • San Bruno Elfin Butterfly • Fountain Thistle • Marin Dwarf-flax • San Mateo Thornmint • San Mateo Woolly Sunflower • White-rayed Pentachaeta <p>The project site is located in an urban area and is surrounded by existing development. The site is currently occupied by existing surface parking lots and two buildings which house</p>

		<p>the Worker Resource Center. Urban habitats including street trees, landscaping, lawns, and vacant lots, provide habitat for wildlife that is adapted to the modified environment. The project site is not located within any mapped critical habitat for any species.</p> <p>No rare, threatened, endangered, or special status species of flora or fauna are known to inhabit the site.</p> <p>If construction of the proposed project occurs during the bird nesting season (February 1 through August 31), construction activities have the potential to impact nesting birds that are protected under the Migratory Bird Treaty Act. Mitigation measures (MM BIO-4.1 through MM BIO-4.4), which include nesting bird surveys and buffer zones, are included in the project to avoid the potential for construction related impacts. With implementation of MM BIO-4.1 through MM BIO-4.4, the project would comply with the Endangered Species Act.</p> <p>[Source: Appendix K]</p>
<p>Explosive and Flammable Hazards 24 CFR Part 51 Subpart C</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>An <i>Explosives and Fire Hazards Review</i> was completed on October 14, 2019 for the proposed project.</p> <p>The review included a visual survey of the project area and consultation with the Santa Mateo County Environmental Health Department. The review and survey was completed in accordance with 24 CFR Part 51 C. There are no explosive or flammable operations on the project site. The survey identified one facility within 2,000 feet of the site reporting storage of materials that warranted calculation of Acceptable Separation Distance (ASD). The ASD for the PG&E Beresford Substation transformers is satisfied for buildings but is not satisfied for exposed people. The transformers, containing up to 4,275 gallons of insulating oil, are located within the 229-foot thermal radiation</p>

		<p>ASD for people. As stated in 24 CFR Part 51.202, HUD requires mitigating measures for the project. Consistent with the requirements outlined in 24 CFR Part 51.205, the project would implement the following mitigation measure to ensure an adequate distance from the substation and future residences.</p> <p><u>Mitigation Measure:</u></p> <ul style="list-style-type: none"> The project shall construct a mitigation barrier in compliance with HUD's requirements between the PG&E transformers and proposed development. <p>[Source: Appendix L]</p>
<p>Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project is located in an urban area and would not impact any protected farmlands. The project is not actively farmed, subject to a Williamson Act Contract, or designated as Prime Farmland. The project site is designated as "urban and built-up land"; therefore, the project complies with the Farmland Protection Policy Act.</p> <p>[Source: (4)]</p>
<p>Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is not located within a 100-year flood zone (see Figure 4.1-2). Based on the FEMA flood insurance maps for the City of San Mateo, the project site is designated Zone X, defined as areas with one percent annual chance of flooding. Zone X areas are not subject to flood management provisions.</p> <p>[Source: (3)]</p>
<p>Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes No <input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>A historical resource evaluation report was prepared for the project site in November 2019 by Architectural Resources Group and is included as Appendix C. The project APE for historic resources encompasses the footprint of ground disturbance related to project construction, which conforms to the legal boundary of the two parcels addressed as 480 E. 4th Avenue and 500 E. 5th Avenue. The indirect APE takes into account indirect, or visual, effects on buildings, structures, and</p>

		<p>objects adjacent to the area of ground disturbance. As such, the indirect APE extends to one legal parcel containing a building or structure adjacent to the direct APE. The APE map is presented in Figure 4.5-1.</p> <p>The direct APE does not contain any properties that are on any local, State, or federal lists of historically or architecturally significant structures and/or sites, landmarks, or points of interest. The indirect APE contains two properties—415 S. Claremont Street and 503 E. 5th Avenue—that meet the definition of historic property under the National Historic Preservation Act and its implementing regulations 36 CFR Part 800.</p> <p>The proposed action will not result in the physical destruction or damage to either the 415 S. Claremont Street or 503 E. 5th Avenue property. Construction of the proposed action will occur across the street on separate parcels. The buildings within the historic property will not be removed from their current location, and they will continue to be owned and occupied by the organization. The project area (where the proposed residential building and garage will be constructed) had been previously developed with one-story buildings. While the proposed buildings will have a greater mass and height than the previous structures, there is precedence for development at this location. Likewise, the historic property is located in a downtown commercial area containing a wide array of building types, styles, and material, reflecting over a century of redevelopment and infill construction. Within the past several decades, taller buildings have been constructed in the immediate setting. Thus, the extant buildings within the APE and surrounding area were constructed incrementally over the past century, and the construction of new buildings is in keeping with the iterative development within the setting. As such, the historic property will retain its integrity of location,</p>
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		<p>design, setting, materials, workmanship, feeling, and association, and it will continue to be eligible for listing in the National Register.</p> <p>An Archaeological Literature Search was completed for the project site in December 2019 by Holman & Associates, and is included as Attachment 1. The Archaeological Literature Search included a records search at the Northwest Information Center (NWIC). No archaeological resources were identified within the project's Area of Potential Effect (APE), which is defined as the 2.41-acre project site.</p> <p>On behalf of the City of San Mateo, Holman & Associates contacted the Native American Heritage Commission (NAHC) to request a review of the Sacred Land Files for any evidence of cultural resources or traditional properties of potential concern that might be known on lands within or adjacent to the project site. The NAHC does not have evidence of any Native American cultural resources within or adjacent to the proposed project APE. The NAHC provided a contact list of five Native American individuals/organizations who may know of cultural resources in this area or have specific concerns about the project. Each of these contacts was sent an email with an attachment including a letter describing the project, a map of the Project Area, and inquiring whether they had any concerns. One spokesperson responded that the area was highly sensitive for archaeological sites, especially near the railroad tracks and requested to review the results of the records search. A summary of the records search result, along with recommendations for archaeological monitoring, were provided to the spokesperson. No additional responses have been received.</p> <p>A request for review and determination of concurrence with a finding of no adverse effect</p>
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		<p>was submitted to the State Historic Preservation Officer (SHPO) by the City of San Mateo on December 24, 2019 (see Appendix M). Concurrence of Findings letter received from SHPO January 23, 2020. (see Appendix N).</p> <p>[Source: (5) (6)]</p>
<p>Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>HUD environmental noise regulations are set forth in 24 CFR Part 51B. The following noise standards for new housing construction would be applicable to this Project:</p> <p>Interior:</p> <ul style="list-style-type: none"> • <u>Acceptable</u> – 45 DNL or less <p>Exterior:</p> <ul style="list-style-type: none"> • <u>Acceptable</u> – 60 DNL or less. • <u>Conditionally unacceptable</u> – exceeding 60 DNL but not exceeding 75 DNL. • <u>Unacceptable</u>– Exceeding 75 DNL. <p>An acoustical analysis was prepared for the project by <i>RGD Acoustics</i> in May 2020, and is available in Appendix H.</p> <p>Construction noise and vibration impacts would be reduced through the implementation of Mitigation Measure NOI-1.2, 2.1, and 2.2.</p> <p><i>Exterior Noise Environment</i></p> <p>The proposed project building is expected to have mechanical equipment generally associated with building ventilation/air-conditioning units but could also include an emergency engine-generator. The equipment would likely be located on the rooftops of the proposed buildings, or at-grade next to the buildings. The large commercial systems that are often used in this type of building can generate high noise levels and therefore, they would have the potential to increase the noise levels at nearby noise sensitive receptors. The project would implement MM NOI-1.1 to reduce this impact to less than significant.</p>

		<p>Roadway traffic volumes were calculated using these turning movement counts and compared to the existing condition. As discussed in the previous section, traffic noise is calculated to increase by less than 1 dBA in the future along East 4th, East 5th and South Claremont Avenue.</p> <p>In the future, traffic will increase due to general growth in the area that is not directly related to the project. In general, most of roadways would experience an increase of 1 dBA or less in the future with some sections of the roadways experiencing an increase of more than 1 dBA but less than 2 dBA. Additionally, the project's contribution to the increase in future roadway noise levels are less than 1 dBA at all the roadways in the study. This noise level increase would not result in a perceptible increase in noise in the area and is considered a less than significant impact.</p> <p>Parking lot noise is expected to generate a less than 1 dBA increase in the existing Ldn at the surrounding buildings. In addition, for the adjacent commercial lumber building and the office building, the garage structure would provide some acoustical shielding from railroad noise. According to the 2018 San Mateo Zoning Map, the nearest zones to the parking lot are commercial and noise levels from the parking lot are within the City's noise level standards identified in Section 7.30.040 of the municipal code.</p> <p>The project includes exterior residential balconies and a primary common outdoor use space. Based on the ambient noise measurements, the exterior residential balconies will be noisy with noise exposure levels up to Ldn 82 dBA along the railroad facing façade, Ldn 71 dBA along the 4th Avenue facing façade, and Ldn 74 dBA along the 5th Avenue facing facade. The balconies facing South Claremont Street would be exposed to Ldn 65 dBA. Since the balconies</p>
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		<p>are not common outdoor space, they are not subject to the City’s outdoor common noise standard. However, the balconies facing the railroad and along 4th and 5th Avenues would be exposed to noise levels greater than the HUD “Acceptable” noise level of Ldn 65 dBA.</p> <p>The project’s primary common use area is a courtyard in the center of the residential building. This space benefits from the acoustical shielding from traffic and trains provided by project building. Based on our computer model analysis (SoundPlan) which included a factor for acoustical reflections, geometric spreading, and the acoustical barrier effect provided by the project building, the outdoor use space would generally be exposed to an Ldn of 65 dBA or less from ambient noise sources. Therefore, the project’s primary common use area would generally meet the City’s exterior noise level goal of Ldn 67 dBA for multi-family common open space and the HUD “Acceptable” noise exposure of an Ldn of 65 dBA or less.</p> <p><i>Interior Noise Environment</i></p> <p>The City’s standard for interior noise levels in residences is 45 dBA Ldn. In order to achieve this standard, RGD Acoustics recommends the installation of sound-rated windows (and/or exterior doors) and also potential acoustical upgrades to the exterior wall assembly. This interior standard is consistent with the HUD’s interior noise goal of Ldn 45 dBA.</p> <p>Based on a preliminary analysis of a standard bedroom proposed by the project, windows with a sound rating of up to STC 42 and exterior wall assemblies up to STC 55 are likely to be required to meet the interior noise standard of Ldn 45 dBA. Any balcony doors shall also achieve the same sound ratings as the windows. Corner units and units with a</p>
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		<p>larger percentage of window area would require higher STC ratings.</p> <p>The window and balcony door sound ratings along with the final exterior wall construction that are included in the construction documents shall be determined by an acoustical consultant during the detailed architectural design phase and the final STC ratings may differ from those presented herein.</p> <p>For consistency with noise policies contained in the General Plan, the following Conditions of Approval are recommended for consideration by the City.</p> <p><u>Conditions of Approval:</u></p> <ul style="list-style-type: none"> • A detailed analysis shall be prepared by a qualified acoustical consultant to determine the noise insulation requirements on a unit-by-unit basis to meet the interior noise level requirement of an Ldn of 45 dBA or less at the dwelling units. <p>The windows and balcony doors in the dwelling units will need to be in the closed position to meet the required interior noise level. This closed window condition will need to be considered by the Mechanical Engineer in their determination of the outdoor air ventilation requirements for the dwelling units. The ventilation system must not compromise the noise reduction provided by the window and wall assembly.</p> <ul style="list-style-type: none"> • The applicant shall consider the potential for sleep and activity interference due to single-event noise in the design of the project building. Achieving a single event noise goal would likely require window and exterior wall constructions with higher
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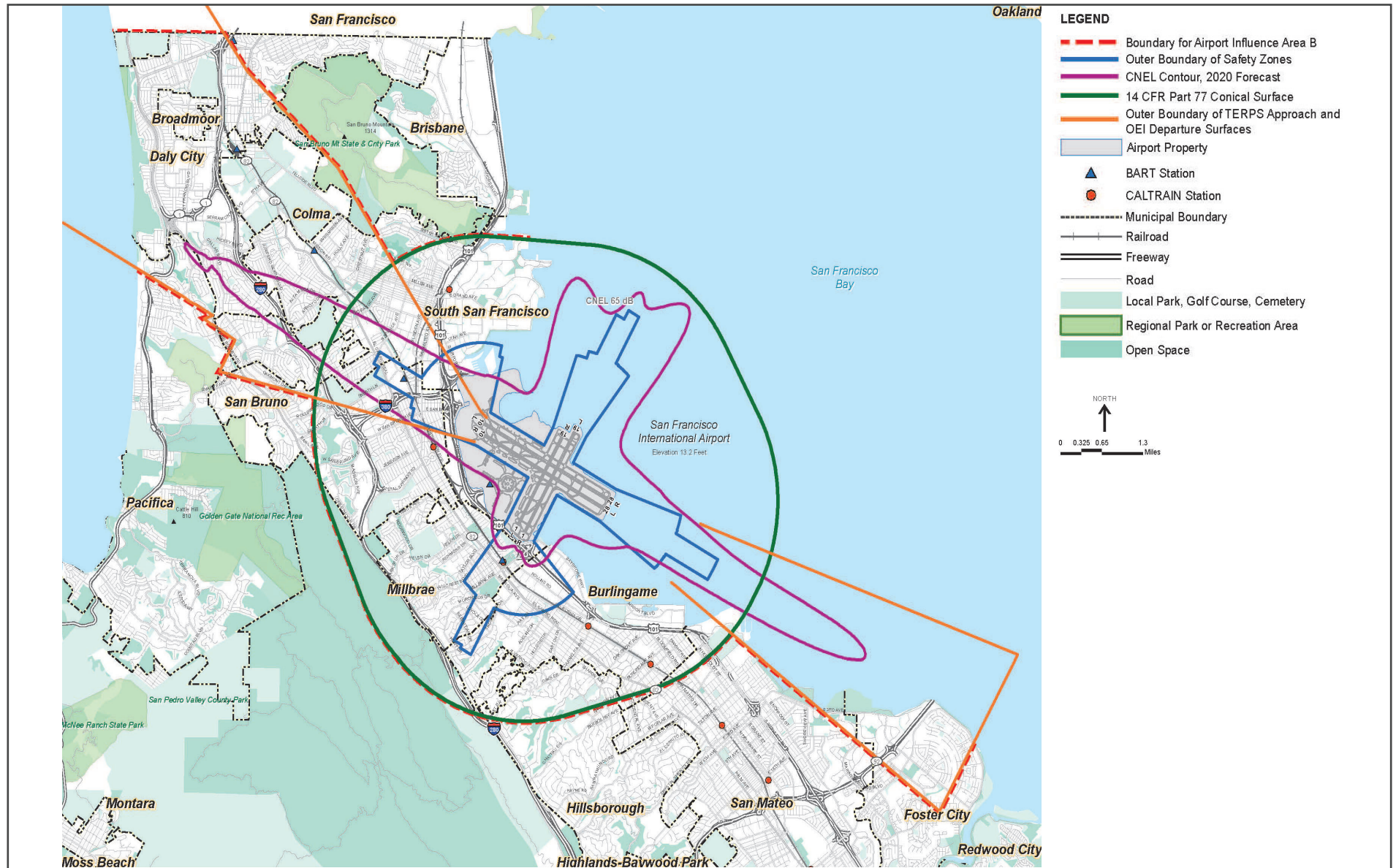
		<p>sound-ratings than needed to meet the code requirement. In addition, the nighttime train and whistle noise shall be disclosed to project residents.</p> <p>Meeting the California Green Building Code (CalGreen) performance standard of interior hourly Leq 50 dBA at the non-residential portions of the building will generally require less noise insulation than at the residential portion of the building. The proposed building would be exposed to a peak-hour Leq of up to 81 dBA on the ground floor along South Railroad Avenue. Therefore, the occupied non-residential spaces of the building (e.g. offices, meeting rooms) would need to provide a noise reduction of 31 decibels.</p> <p>The following Conditions of Approval are recommended for consideration by the City.</p> <p><u>Conditions of Approval:</u></p> <ul style="list-style-type: none"> • Analysis of the noise insulation requirements shall be made for the nonresidential spaces such that the interior noise levels would meet the CalGreen requirement of hourly Leq of 50 dBA. The noise insulation requirements in the detailed analysis must be incorporated into the building design. <p><i>Vibration</i></p> <p>Table 4.13-9 summarizes the factors that were used and indicates that the vibration levels expected in the 2nd floor residential units along the side of the building closest to the tracks. The overall adjustment is -3.7 VdB between the measured ground vibration levels and units on the second floor. Units on other floors are expected to have an equal or greater (more reduction) overall adjustment. The adjustments shown in Table 4.13-9 were applied to the ground vibration measurements</p>
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		<p>to determine the expected interior vibration levels from trains at the project.</p> <p>As discussed previously, the FTA vibration impact assessment methodology was developed to assess new transit projects affecting existing vibration receptors (e.g. residences) and does not strictly apply to the project that is the subject of this report: new residential vibration receptors (proposed project) near an existing rail corridor. Therefore, <i>RGD Acoustics</i> adapted the FTA vibration impact criteria to assess the compatibility of the proposed residential project while also considering the wide range of measured vibration levels during a 24-hour period.</p> <p>For example, when using FTA methodology, vibration predictions for a new transit facility result in a single vibration level to assess the transit facility's impact at each receptor. That vibration level is assumed to occur each time a train passes by the vibration receptor and is simply compared to the FTA threshold that corresponds to the frequency of the expected passbys.</p> <p>In contrast, our measurements of actual train passbys show that there is a relatively wide distribution of vibration levels and this requires some interpretation when applying the FTA criteria. The most conservative approach would be to count the number of passbys in a day and if that number is greater than 70 (as it is in this case) then apply the "frequent" threshold of 72 VdB. This approach would identify a vibration impact for this project. However, this approach would ignore the fact that fewer than 70 trains per day exceed the criterion for "frequent" events of 72 VdB. Likewise, fewer than 30 trains per day exceed the criterion for "occasional" events of 75 VdB and no trains exceed the criterion for "infrequent" events of 80 VdB. Therefore, this report adapts the FTA vibration impact criteria</p>
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		<p>to consider this distribution of vibration levels from the passbys.</p> <p>Table 4.13-10 compares the distribution of interior vibration levels to the FTA impact criteria thresholds for frequent, occasional and infrequent events (including the future addition of 22 trains with the electrification project). The 30 passbys with the highest vibration levels are considered “infrequent events”, the 40 passbys with the next highest vibration levels are considered “occasional” events and the remaining passbys are considered “frequent” events. The interior vibration levels are calculated for the areas of the building on the second floor closest to the railroad tracks. The vibration levels will be less on other floors or those farther from the railroad tracks. As shown in Table 4.13-10, predicted indoor vibration levels would not exceed the FTA impact criteria.</p> <p>It should be noted that the 24-hour measurement period included three identified freight train passbys. The FTA criteria were developed for transit trains which have a relatively brief passby duration, the FTA suggests that when assessing vibration from a typical freight train “which lasts approximately two minutes” it is appropriate to assess the locomotive passby separately from the long duration of the railcar passby.</p> <p>Table 4.13-11 summarizes the predicted interior freight train vibration levels based on the identified freight train passbys during the measurements. According to the FTA it is more appropriate to use the “frequent events” criterion of 72 VdB for the long duration of the passby of freight train railcars. The data shows that two of the freight train passby durations are similar to that of a Caltrain passby and the other passby had a longer duration of about a minute. These freight train passby durations are considerably shorter than the duration of</p>
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		<p>“approximately two minutes” used by the FTA for “frequent” events.</p> <p>Table 4.13-11 also shows the duration expected to exceed an interior vibration level of 72 VdB. Since this information indicates relatively brief vibration events from the freight trains, it is reasonable to assess the freight train vibration levels along with the commuter vibration levels consistent with Table 4.13-10.</p> <p>Since the proposed project will be exposed to feelable ground vibration from passing commuter and freight trains, the following conditions of approval are recommended for consideration by the City to reduce the potential for annoyance from vibration.</p> <p><u>Conditions of Approval:</u></p> <ul style="list-style-type: none"> • The project sponsor shall prepare a design level analysis of the railroad induced vibration levels in the project building. The study shall consider structural design features such as stiffening the floor constructions to avoid resonant frequencies below 25 Hz. If the study indicates that the FTA criteria will be exceeded the study shall identify the areas of the building that are potentially affected. • The owners shall disclose the potential vibration effects to residents that may be affected by train passbys. <p>Implementation of the Conditions of Approval discussed above, for noise and vibration impacts of the existing environment on the proposed project, would sufficiently reduce levels of noise and vibration that residents and users of the proposed project would experience. This would ensure that the project is consistent with General Plan policies and</p>
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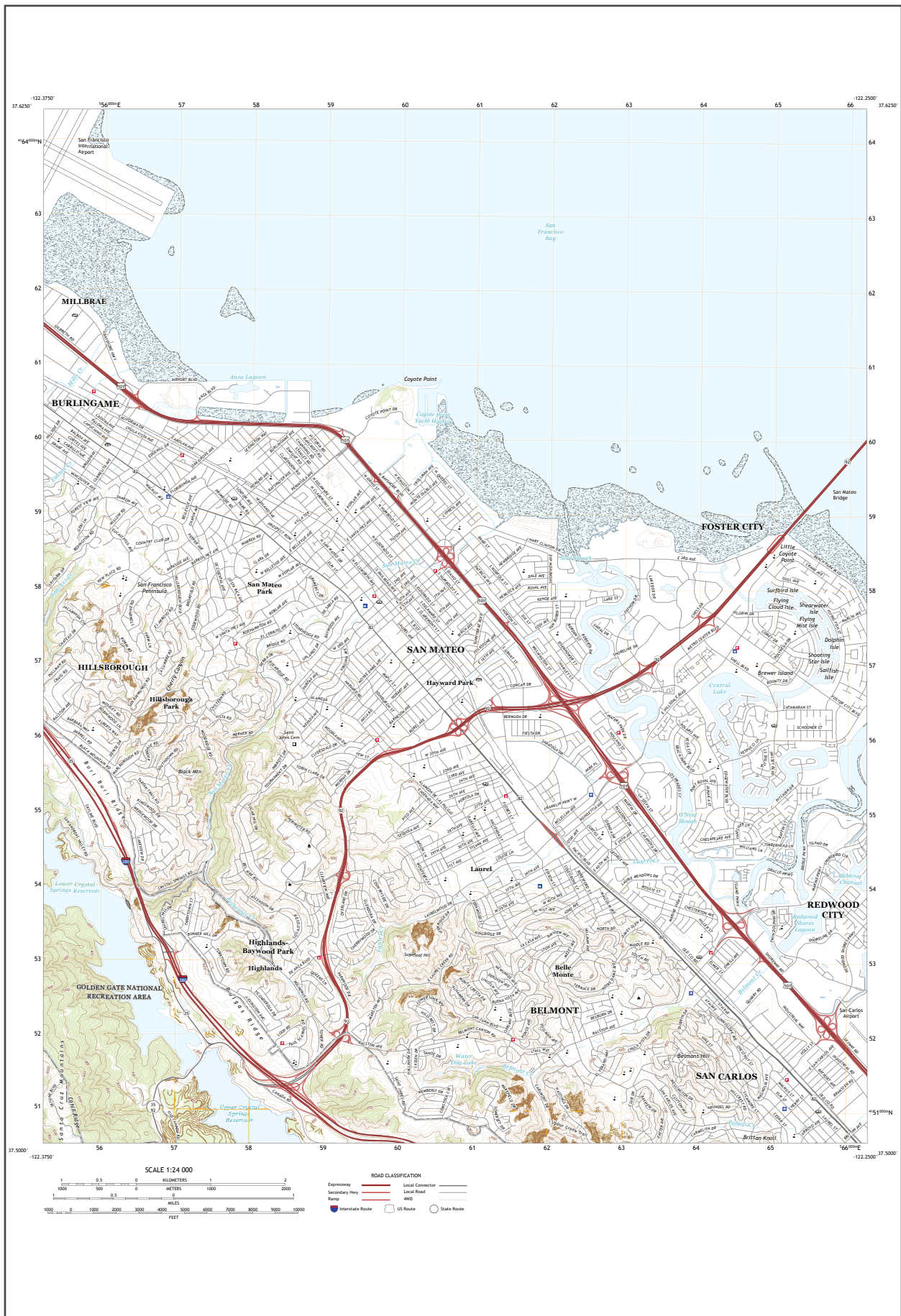
		<p>HUD standards pertaining to acceptable noise and vibration levels.</p> <p>[Source: Appendix H]</p>
<p>Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project is not in an area designated by the USEPA as being supported by a sole source aquifer.</p> <p>[Source: (7)]</p>
<p>Wetlands Protection Executive Order 11990, particularly sections 2 and 5</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is an infill parcel located in an urban area and is surrounded by existing development. The site does not contain any wetlands or riparian habitat; therefore, no wetlands would be impacted and the project complies with Executive Order 11990 (see Figure 4.1-4).</p> <p>[Source: (8)]</p>
<p>Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>The project site is not located within a mile of a designated wild and scenic river system. There are no wild and scenic rivers in San Mateo County.</p> <p>[Source: (9)]</p>
ENVIRONMENTAL JUSTICE		
<p>Environmental Justice Executive Order 12898</p>	<p>Yes No <input type="checkbox"/> <input checked="" type="checkbox"/></p>	<p>Executive Order 12898 requires consideration of how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations. The project is proposing affordable housing and would not result in any disproportionately high health or other negative effects on minority or low-income populations, but will improve the quality of life of these persons.</p> <p>[Source: (10 and 17)]</p>



AIRPORT INFLUENCE AREA

FIGURE 5.1-1

FEMA FLOOD INSURANCE RATE MAP



USGS 7.5 QUADRANGLE MAP

FIGURE 5.1-3



5.2 ENVIRONMENTAL ASSESSMENT FACTORS [24 CFR 58.40; REF. 40 CFR 1508.8 & 1508.27]

Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features, and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: The following codes are used to make the determination of impact for each factor.

- (1) Minor beneficial impact
- (2) No impact anticipated
- (3) Minor Adverse Impact – May require mitigation
- (4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	<p>As proposed, the project would exceed the density allowed under the Downtown Retail Core General Plan designation (36-50 du/ac). The existing land use designation would allow for a total of 120.5 dwelling units on the site; however, the project is proposing 100 percent affordable housing units within 1/2 mile of a major transit stop and therefore would qualify for an unlimited density bonus under California Government Code Sections 65915 – 65918. The unlimited density bonus would support the proposed 225 residential units and corresponding density of 93 du/ac.</p> <p>By proposing high density residential uses within an urbanized area in proximity to local and regional transit connections, the proposed project would be generally consistent with the City's General Plan policies related to reducing transportation emissions and increasing alternative transportation mode shares. The proposed project would not require an amendment to the General Plan and would be consistent with General Plan growth assumptions.</p> <p>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. Furthermore, the project site is not subject to any adopted habitat</p>

		<p>conservation plans or natural community conservation plans. The project's consistency with plans focused on specific environmental issue areas, such as the BAAQMD 2017 CAP, the City of San Mateo CAP, and the Sustainable Streets Plan, is discussed in the relevant resource sections throughout this document. The project is located outside of the safety compatibility zones and CNEL noise contours for the San Francisco International Airport and would not conflict with policies the adopted CLUP. Implementation of the proposed project would be consistent with established local and regional plans and policies, and the project would not conflict with any plans or policies adopted to reduce or prevent environmental impacts.</p> <p>[Source: (11), (12), (13))]</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<p><i>Soil Suitability/Slope/Erosion</i></p> <p>The project site is located within a flay-lying plain. The project site is mostly underlain by Holocene-age alluvium in addition to a narrow band of artificial fill from the Caltrain tracks running along the southwestern perimeter of the site. The site is blanketed by about 1.5 to five feet of fill overlying native alluvium. The fill consists of mixtures of medium dense to dense sand and very stiff to hard clay. The fill is underlain by native alluvium that extends to the maximum depth explored of 77.9 feet below ground surface (bgs). The alluvium consists of very stiff to hard clay with variable amounts of sand interbedded with medium dense to very dense sand and gravel with variable amounts of clay.</p> <p>The project site is not located within an Alquist-Priolo Special Studies Zone. Since no active faults are known to cross the project site, fault rupture is not anticipated to occur at the site.</p> <p>The project site is not mapped as a Liquefaction Zone within the Earthquake Zone of Required Investigation (EZRI) in maps prepared by the California Geological Survey (CGS).</p> <p>The project site is not located within an Earthquake-Induced Landslide Zone. The topography at the site is relatively flat and it is not expected that the project would be affected by landslide hazards.</p>

		<p><i>Drainage/Stormwater Runoff</i></p> <p>As discussed in <i>Section 4.6, Geology and Soils</i>, adherence to the conditions of approval mentioned under Impact GEO-2, and the policies and regulations outlined in <i>Section 4.10, Hydrology and Water Quality</i>, the project would not substantially increase soil erosion on-site or contribute to the loss of topsoil. In addition, the proposed project would prepare a SWPPP which would formally document sediment and erosion control measures to be implemented during construction in compliance with the NPDES General Permit for Construction Activities. The project would reduce post-construction soil erosion by managing stormwater runoff in compliance with the MRP.</p> <p>[Source: (14)]</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>The project would not create a risk of explosion, release of hazardous substances or other dangers to public health.</p> <p>Mitigation measures and design measures have been incorporated into the project to reduce potential impacts related to hazardous materials and noise impacts, as noted in <i>Section 4.8, Hazards and Hazardous Materials</i> and <i>Section 4.12, Noise and Vibration</i>.</p> <p><i>Seismicity</i></p> <p>The project site is located in the San Francisco Bay Area, which is considered one of the most seismically active regions in the United States. The proposed project site is not located within an EZRI for Liquefaction, according to maps prepared for the San Mateo Quadrangle by the CGS. The geotechnical investigation concluded that the potential for liquefaction to occur on-site during a strong seismic event is very low.</p> <p>The project site could experience strong seismic ground shaking and related effects in the event of an earthquake on one of the identified active or potentially active faults in the region. Required project compliance with the latest California Building Code requirements for new construction would reduce the associated risk of property loss and hazards to occupants to a less than significant level. The project would be designed and constructed in accordance with the City of San Mateo's requirements and seismic</p>

		<p>design guidelines for Seismic Design Category D in the current California Building Code.</p> <p style="text-align: center;"><i>Noise</i></p> <p>The Project includes mitigation measures and conditions of approval to address potential construction noise impacts and impacts of existing noise sources onto future residents of the project such that the interior noise levels meet City requirements. Therefore, the project complies with the HUD noise abatement and control regulations of 24 CFR 51B.</p> <p>[Source: Appendix H]</p>
Energy Consumption	2	<p>The new development would not represent a wasteful use of energy. The project would be required to comply with applicable building energy efficiency standards pursuant to Title 24, Part 6 of the California Code of Regulations. At the building permit stage, the project would comply with the California Green Building Standards Code that establishes 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 resource efficiency, and indoor environmental quality. The building would feature LEED Platinum green building design and solar electricity and heating, and would include drought-tolerant plants and water-efficient features.</p> <p>[Source: (17)]</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	2	<p>According to the U.S. Census Bureau, median household income in San Mateo was \$103,399 in 2017. Approximately 8 percent of the population was living in poverty. Approximately 3.0 percent of households earned less than \$10,000, 2.1 percent between \$10,000 and \$14,999, 4.8 percent between \$15,000 and \$24,999, 5.3 percent between \$25,000 and \$34,999, 7.7 percent between \$35,000 and \$49,999, and 13.0 percent between \$50,000 and \$74,999.</p> <p>The project would increase the availability of low-income housing for the residents of San Mateo and San Mateo County, where such housing is in high demand. No significant change to the demographic character of the neighborhood is expected because of the project, as it is intended to serve the existing population.</p> <p>[Source: (15)]</p>
Demographic Character Changes, Displacement	1	<p>The project would provide affordable housing designed to accommodate the unmet needs of the low-income population of San Mateo and San Mateo County. The project does not represent a significant change to the demographics of the area or on area social services as it is intended to serve the existing population.</p> <p>[Source: (15)]</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	<p>The proposed 225-unit project would generate approximately 23 new students at College Park Elementary School, nine new students at Borel Middle School, and nine new students at San Mateo High School. As discussed in <i>Section 4.15, Public Services</i>, current school facilities would be equipped to handle the increase in enrollment due to recent upgrades and expansions in the San Mateo-Foster City School District and the San Mateo Union High School District</p> <p>In accordance with California Government Code Section 65996, the developer shall pay a school impact fee to the districts to offset potential increased demands on school facilities.</p>

		<p>The project would not displace existing cultural facilities nor would it affect cultural facilities by its operation.</p> <p>[Source: (16)]</p>
Commercial Facilities	2	<p>The project site is currently occupied by existing surface parking lots (containing 234 spaces) and the two buildings, which house the Worker Resource Center. The project would displace the existing Workers Resource Center, however it would be relocated elsewhere in the City. The project is located in an urban area in close proximity to shopping and commercial opportunities.</p> <p>[Source: (17)]</p>
Health Care and Social Services	2	<p>San Mateo County Hospital and Mills Health Center in San Mateo are the two primary medical service providers in the City. San Mateo County Hospital is located at 222 W 39th Avenue, and Mills Health Center is located at 100 S. San Mateo Drive. There are numerous smaller clinics, medical facilities and convalescent hospitals located nearby. There would be no significant impacts to healthcare facilities or delivery systems resulting from the project.</p> <p>As discussed above, the project would provide affordable housing designed to accommodate the unmet needs of the census tract population. The project does not represent a significant change to the demographics of the area or on area social services, as it is intended to serve the existing population.</p> <p>[Source: (15)]</p>
Solid Waste Disposal / Recycling	2	<p>The proposed project includes 225 residential units, amounting to an increase in local population of 590 persons. The project would result in a net increase in solid waste generated at the site of approximately 2,301 pounds of waste per day. This represents an incremental increase in waste generated in the City. Additionally, the project would provide recycling services to residents. The project would not interfere with the City's goals of increasing measured waste diversion to 50 percent in 2020 and maximum diversion to 90 percent by 2050, as set forth by General Plan Policy LU-8.6.</p> <p>[Source: (17)]</p>
Waste Water / Sanitary Sewers	2	<p>The project is estimated to result in a net increase of approximately 54,584 gallons of wastewater per day. On its</p>

		<p>own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP. As discussed in <i>Section 4.19, Utilities</i>, the increase in wastewater from the proposed project would be consistent with expected growth metrics for population and housing in the City that were used to analyze impacts from planned development until 2030 under the General Plan. 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.</p> <p>[Source: (16)]</p>
Water Supply	2	<p>As discussed in <i>Section 4.19, Utilities and Service Systems</i>, 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. 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 generate a gross water demand of approximately 65,484 gpd. When factoring in the existing water demand of the Worker Resource Center, the project would result in a net demand of approximately 64,217 gpd. The proposed project would increase water consumption on-site; however, this increase would not prevent Cal Water from meeting its customers' water demands.</p> <p>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.</p> <p>[Source: (12), (18), Appendix A]</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>The proposed project would not have impacts on public safety, police, or fire services.</p> <p>Public services are generally provided to the community as a whole and financed on a community-wide basis. The</p>

		<p>proposed project is located in an urban area that is currently served by municipal providers. The project would result in an incremental increase in the demand for public services; however, the City of San Mateo's General Plan FEIR concluded that the existing fire and police facilities could accommodate the planned growth in the City, including the proposed project.</p> <p>The project would not require a significant change in emergency medical services already provided in the area. [Source: (16)]</p>
Parks, Open Space and Recreation	2	<p>The proposed project would not directly impact parks, open space, and recreational facilities. The project would result in an incremental increase in the demand for these facilities, but the project is subject to City of San Mateo development fees to accommodate the incremental demand on parks and open space services.</p> <p>[Source: (12), (17)]</p>
Transportation and Accessibility	2	<p>As described in <i>Section 4.17, Transportation/Traffic</i>, the project proposes to construct a 225-unit affordable housing complex in Downtown San Mateo. The project site is located approximately 1,600 feet south of the San Mateo Caltrain station, which is about a 7-minute walk or a 3-minute bike ride. According to OPR recommended guidelines, the residential component of the project may be presumed to have a less-than-significant impact on VMT because it is located within ½ mile of an existing major transit stop and is a 100 percent affordable residential development.</p> <p>A quantitative VMT analysis also was conducted. According to the Year 2020 Plan Bay Area model forecasts, the Transportation Analysis Zone (TAZ) containing the project site (TAZ 257) is estimated to generate 13.03 average daily VMT per resident. In comparison, the San Mateo County average daily VMT per resident is 16.02. The estimated project VMT per resident would be 18.66 percent below the County-wide average, which is below the OPR recommended residential VMT threshold of 15 percent below existing regional VMT per capita. Therefore, the proposed residences can be expected to generate less than significant VMT when compared to the County average, beyond the fact the project site is within ½ mile of Caltrain.</p>

		<p>The parking garage component of the project would serve three purposes:</p> <ol style="list-style-type: none"> 1) 164 spaces would be reserved and gated for the new residential development on site, 2) 234 spaces would replace the existing public parking spaces on site and street spaces that would be lost due to the project, and 3) the remaining 298 parking spaces would be built to serve the downtown in-lieu parking program. <p>Since 298 parking spaces are proposed to be built for the in-lieu parking program, these spaces can be associated with the developments, which are mostly office developments. These 298 spaces are also proposed to be delineated as 10-hour parking spaces, which are more catered towards employee parking.</p> <p>These primarily office developments were evaluated for transportation impacts under CEQA at the time using LOS, and approved before VMT analysis became necessary. Therefore, it would be appropriate to assess their VMT as part of this project because this project will provide some of the parking spaces (i.e. what parking could not be accommodated on their respective sites) that they need in order to comply with City parking requirements, which are already reduced for Downtown projects compared to Citywide parking standards. According to OPR recommended guidelines, office projects may be presumed to have a less-than-significant impact on VMT if they are located within ½ mile of an existing major transit stop. By linking these parking spaces as serving those office developments, it may be presumed that these parking spaces would generate a less-than-significant VMT impact.</p> <p>[Source: (Appendix I)]</p>
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Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<p>The project site is almost entirely paved with asphalt/concrete and contains two buildings. There are no undisturbed areas or sensitive habitats on the site, and the site does not contain any streams, waterways, or wetlands.</p> <p>[Source: (19)]</p>

Vegetation, Wildlife	3	<p>The project site is almost entirely paved with asphalt/concrete and contains two buildings. The project site is located in a developed urban area, and lacks suitable habitat for the special-status species that have been identified in (or near) San Mateo. However, urban-adopted raptors (birds of prey) or other protected birds could use the mature trees on the site for nesting and foraging habitat. Raptors and nesting birds are protected by the Federal Migratory Bird Treaty Act (MBTA) and California Department of Fish and Game Code.</p> <p>In compliance with the MBTA and the California Fish and Game Code, the proposed project shall implement MM BIO-4.1, including conducting pre-construction nesting bird surveys to reduce or avoid construction-related impacts to nesting raptors and their nests, if construction cannot be scheduled between September and January (inclusive) to avoid the nesting season.</p> <p>[Source: (17)]</p>
Other Factors	1	<p>Construction of the project would provide affordable housing for low income residents, and provide public parking spaces serving the downtown area.</p> <p>[Source: (17)]</p>

5.3 ADDITIONAL STUDIES PERFORMED

Appendix A: Air Quality and Greenhouse Gas Assessment
Appendix B: Arborist Report
Appendix C: Section 106 Technical Report
Appendix D: Geotechnical Investigation
Appendix E: Phase I Environmental Site Assessment
Appendix F: Phase II Subsurface Investigation
Appendix G: Environmental Site Characterization
Appendix H: Noise and Vibration Analysis
Appendix I: CEQA Transportation Analysis Memo
Appendix J: Transportation Demand Management Plan
Appendix K USFWS Species List
Appendix L: HUD Explosives and Fire Hazard Review
Appendix M: SHPO Request for Concurrence Letter
Appendix N: SHPO Concurrence of Findings Letter

5.4 LIST OF SOURCES

1. 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
2. San Francisco Bay Conservation and Development Commission. The San Francisco Bay Plan. State of California. San Francisco, CA, 1969. Available at: http://www.bcdc.ca.gov/plans/sfbay_plan.html
3. Federal Emergency Management Agency. Flood Insurance Rate Map, Community Panel No. 06081C0154G. Map. Effective Date: April 5, 2019. <https://msc.fema.gov/portal/home>
4. California Natural Resources Agency. San Mateo County Important Farmland 2018. September 2019. Accessed October 1, 2019. <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanMateo.aspx>
5. Architectural Resources Group. Architectural Resources Section 106 Compliance Report. MidPen Affordable Housing Project. November 2019.
6. Holman and Associates. Results of a Section 106 Archaeological Literature Search and Native American Consultation for 480 East 4th Avenue and 400 East 5th Avenue, City and County of San Mateo. December 2019.
7. U.S. Environmental Protection Agency. Sole Source Aquifers. Available at: <https://www.epa.gov/uic/underground-injection-control-region-9-az-ca-hi-nv-mp-gu>
8. U.S. Fish and Wildlife. National Wetlands Inventory. Wetlands Mapper. Available at: <https://www.fws.gov/wetlands/data/Mapper.html>
9. U.S. Forest Service. National Wild and Scenic River System. Available at: <https://www.rivers.gov/california.php>
10. U.S. Environmental Protection Agency. Environmental Justice Screening and Mapping Tool. Available at: <https://www.epa.gov/ejscreen>
11. City of San Mateo.
12. City of San Mateo. 2010 General Plan Update. 2011.
13. City of San Mateo. Downtown Area Plan. May 18, 2009.

14. Rockridge Geotechnical. Geotechnical Investigation Report Proposed Residential Development 480 East 4th Avenue and 400 East 5th Avenue. December 2018.
15. U.S. Census Bureau. https://data.census.gov/cedsci/?intemp=aff_cedsci_banner
16. City of San Mateo. 2030 General Plan Draft Environmental Impact Report. July 2009.
17. David J. Powers and Associates. Professional judgment and expertise and review of project plans.
18. California Emissions Estimator Model. Appendix D – Default Data Tables – Table 9.1 Water Use Rates. September 2016.
19. U.S. Fish and Wildlife Service. National Wetlands Inventory Surface Waters and Wetlands. Accessed October 10, 2019. <https://www.fws.gov/wetlands/data/mapper.html>.

5.5 FIELD INSPECTION (DATE AND COMPLETED BY)

August 26, 2019

David J. Powers & Associates, Inc.

5.6 LIST OF PERMITS OBTAINED

The project proposes the following Development Approval as listed below:

- Site Plan and Architectural Review (SPAR)
- Site Development Planning Application (SDPA)
- Demolition, grading, and building permits

5.7 PUBLIC OUTREACH [24 CFR 50.23 & 58.43]

The proposed project will be the subject of community meetings and notified public hearings before the Community Development Director. The environmental decision may be appealed to the City Council of the City of San Mateo.

5.8 CUMULATIVE IMPACT ANALYSIS [24 CFR 58.23]

The potential environmental impacts from the proposed project are primarily short-term impacts associated with the construction of the affordable apartment building. It is possible that other proposed construction schedules in the project area may overlap with the project, but the overlap is likely to be minimal, and the proposed project includes mitigation measures to limit disturbance to adjacent land uses and would not result in cumulatively considerable impacts. Refer to discussion under Impact MFS-2 in Section 4.21, Mandatory Findings of Significance for additional analyses of the project's potential cumulative effects.

5.9 ALTERNATIVES [24 CFR 58.40(E), REF. 40 CFR 1508.9]

This alternatives analysis is included to fulfill the requirements for an Environmental Assessment under NEPA. Under NEPA, an Environmental Assessment shall include brief discussions of alternatives. No development alternatives to the proposed project have been identified or considered, because the proposed action would not result in any significant unavoidable impacts. For the proposed project, the No Action Alternative was included.

5.10 NO ACTION ALTERNATIVE [24 CFR 58.40(E)]

The no action alternative would not construct a 225-unit affordable housing project in the City of San Mateo. The project site has a General Plan land use designation of Downtown Retail Core Support and are zoned CBD/S – Central Business District - Support. The no action alternative consists of leaving the site in its current condition. Under this alternative, both the potentially beneficial and adverse effects of the proposed action would be avoided. Adverse effects which would be avoided could include exposure of persons to elevated ambient noise levels, construction noise, potential disturbance of nesting raptors through tree removal, and exposure of persons to hazardous materials. It should be noted, however, that the magnitude of these adverse effects associated with the proposed action would be less than significant with mitigation measures included in the project. Thus, the No Action Alternative would not avoid any significant environmental impacts, because none are expected if the proposed 225-unit affordable housing project is constructed.

The No Action Alternative would not meet the goals and objectives of the proposed action which are to provide affordable rental housing on the project site in a manner that is consistent with the goals and plans of the City of San Mateo and is compatible with the surrounding land uses.

5.11 SUMMARY OF FINDINGS AND CONCLUSIONS

- The proposed action would be compatible with existing and planned future land uses in the vicinity of the project site.
- The proposed action would provide affordable housing in the City of San Mateo where affordable housing options are in high demand.
- The proposed action would comply with all statutory regulations pertaining to environmental issues.
- The proposed action could result in adverse long-term environmental effects with regard to noise. Mitigation measures have been incorporated into the project that would minimize or avoid these long-term impacts.
- The proposed action could result in short-term (i.e., construction-related) environmental effects with regard to biological resources, cultural resources, hazardous materials, and noise. Mitigation measures have been incorporated into the project that would minimize or avoid these short-term impacts.

SECTION 6.0 MITIGATION MEASURES AND CONDITIONS [40 CFR 1505.2(C)]

Pursuant to 40 CFR 1505.2(c), the following summary includes all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. The staff responsible for implementing and monitoring mitigation measures are identified in the mitigation plan. These mitigation measures must be incorporated into project contracts, development agreements, and other relevant documents.

Law, Authority, or Factor	Mitigation Measure
Clean Air Measures	<p><u>Standard Measures:</u> The following standard measures reflect BAAQMD best management practices and would be implemented by the project to reduce potential impacts from fugitive dust.</p> <ul style="list-style-type: none"> • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • 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. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

	<ul style="list-style-type: none"> • 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.
Historic Preservation	<p>MM CUL-2.1: Archaeological monitoring shall occur for removal of the asphalt/concrete pavement, potholing, tree removal, and other ground disturbing activities prior to construction. If a sufficient subsurface sample has not been observed and documented by an archaeologist, mechanical presence/absence exploration shall occur to access the stratigraphy for the entire project APE. If this monitoring and trenching effort cannot be considered because of construction deadlines and methods, a suite of mechanical coring at both locations can be implemented as a logistical alternative. The depth should be commensurate with proposed impacts detailed in the vertical component to the Project APE. Given the size of the core samples, the samples may not yield sufficient information to make reliable conclusion as to the intactness of a potential archaeological resource. If archaeological deposits or features that appear eligible to the National Register of Historic Places are identified during exploration, an archaeological research design and work/treatment plan shall be prepared to facilitate archaeological excavation and evaluated any feature or deposit discovered to the National Register. Native American involvement and monitors will be needed for any Native American resources identified.</p> <p>If buried, or previously unrecognized archaeological</p>

	<p>deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until a qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. Construction and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.</p> <p>MM CUL-2.2: In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The San Mateo County Coroner shall be notified and make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. 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.</p>
Soil Suitability /Slope /Erosion /Drainage/Storm Water Runoff	<p>No formal mitigation measures are required for soil suitability, slope, erosion, drainage, or stormwater runoff impacts. However, the proposed action shall implement the following permit conditions:</p> <p><u>Conditions of Approval:</u> In accordance with the General Plan and the City's Municipal Code, Site Development Code 23.40.040, the following conditions of approval would reduce potential impacts from erosion to a less than significant level.</p> <ul style="list-style-type: none"> • The project will be required to submit erosion control measures including silt fences, fiber rolls, proposed cribbing (retaining walls or riprap), terraces, and/or surface protection, required for

	<p>drainage and erosion control of the property per the Municipal Code 23.40.040 (a) as a standard condition of approval prior to issuance of a building and/or site development permit, subject to review and approval of the Public Works Department. Conformance with these measures will reduce soil erosion during construction. The applicant will submit an Erosion and Sediment Control Plan (which includes erosion control measures), if required by the City Engineer or Building Official.</p> <p><u>Conditions of Approval:</u> The following conditions of approval shall be adhered to by the project to reduce impacts to any paleontological resources inadvertently discovered at the project site:</p> <ul style="list-style-type: none"> • Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be halted immediately within 50 feet of the discovery. The City of San Mateo Planning Division shall be immediately notified, and the applicant shall be responsible for retaining the services of a qualified paleontologist to determine the significance of the discovery. The paleontologist shall evaluate the uniqueness of the find and prepare a written report documenting the find and recommending further courses of action. Based on the significance of the discovery, the actions may include avoidance, preservation in place, excavation, documentation, recovery, or other appropriate measures as determined by the paleontologist.
Contamination and Toxic Substances Measures	<p>MM HAZ-2.1: One or more environmental cleanup plan(s) and a model Health and Safety Plan (HASp), to be adopted by project contractors, shall be approved by an environmental agency of applicable jurisdiction prior to issuance of a grading permit for the proposed construction. The environmental cleanup plan(s) shall establish the measures to safely remove and or mitigate significant environmental health and safety risks (short- and long-term) potentially posed to future site users by the presence of</p>

	<p>hazardous materials in existing fill, contaminated groundwater, and soil gas beneath the site. Such environmental mitigation and or remediation approaches and techniques may include, among others, excavation of impacted media for disposal at appropriately permitted landfill facilities, engineered barriers to minimize exposure to hazardous materials. The environmental cleanup plan shall also include truck routes to avoid significant pedestrian, remediation-related truck traffic.</p> <p>The HASP, which will be adopted and implemented by the general contractor and its subcontractors, will be prepared by an appropriately credentialed individual and outline proper soil and groundwater handling procedures and other health and safety requirements for the protection of workers handling hazardous materials in fill and contaminated groundwater during construction. The HASP shall be consistent with the worker protection requirements of the Cal/OSHA Title 8 regulations for the protection of worker safety. The HASP shall also include measures and protocols for the protection of the public's environmental health which shall include among others: management of stockpiles and on site soils to prevent the mobilization of particulate matter (e.g., through windblown dust, soil tracked-out through trucks or other construction vehicles); and retention of construction water onsite.</p> <p>The presence of hazardous materials in fill and contaminated groundwater pose soil, soil gas and groundwater management and potential health risks to be</p>
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	<p>addressed as part of the Site development activities. The environmental cleanup plan(s) and or HASP objectives will be to protect environmental health and safety by minimizing exposure to construction workers, nearby residents and/or pedestrians, and future Site users to constituents in the soil, soil gas and groundwater.</p> <p>For consistency with policies contained in the General Plan, the following Conditions of Approval are recommended for consideration by the City.</p> <ul style="list-style-type: none"> • The project applicant shall, to the extent required by DTSC, install vapor barriers and/or passive venting beneath the proposed residential building on the 480 East 4th parcel to the satisfaction of DTSC. To the extent so required, the applicant shall include the improvement on the project plans prior to issuance of the Foundation and/or Superstructure permit, whichever comes first.
<p>Noise Abatement and Control Measures</p>	<p>The following mitigation measures will be implemented to reduce noise and vibration impacts to a less than significant level.</p> <p>MM NOI-1.1:</p> <p>Prior to issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses, in conformance with the City's requirements. A qualified acoustical consultant shall be retained by the project applicant to review mechanical noise as the equipment systems are selected in order to determine specific noise reduction measures necessary to reduce noise to comply with the noise limit of 55 dBA L50 or less at residential property lines, and 60 dBA L50 or less at commercial property lines. Noise reduction measures could include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Selection of equipment that emits low noise levels;

	<ul style="list-style-type: none"> • Installation of additional noise barriers such as enclosures, and; • Increased height screening walls to block the line of sight between the noise source and the nearest receptors. <p>MM NOI-1.2: The project applicant shall incorporate the following mitigation measures into the proposed project to minimize the impact of construction noise on existing sensitive receptors.</p> <ul style="list-style-type: none"> • A construction noise logistics plan shall be prepared that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction. • Construction activities shall be governed by the City's Municipal Code, unless permission is granted with a development permit or other planning approval. • All construction equipment shall be equipped with mufflers and sound control devices (e.g., intake silencers and noise shrouds) that are in good condition and appropriate for the equipment. • Maintain all construction equipment to minimize noise emissions. • Stationary equipment shall be located on the site so as to maintain the greatest possible distance to the sensitive receptors. • Unnecessary idling of internal combustion engines shall be strictly prohibited. • Residential uses within 500 feet and commercial or office uses within 200 feet of the project site shall be notified of the construction schedule in writing. • The construction contractor shall provide the name and telephone number an on-site construction liaison. In the event that construction noise is intrusive to the community, the construction liaison shall investigate the source of the noise and require that reasonable measures be implemented to correct the problem. <p>MM NOI-2.1: The project applicant shall incorporate the following mitigation measures into the</p>
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	<p>proposed project to reduce construction vibration impacts to a less than significant level.</p> <ul style="list-style-type: none"> • Prior to the issuance of a grading permit, the project applicant shall submit a Construction Vibration Monitoring and Control Plan (Plan) prepared by an acoustical/vibration consultant, structural engineer or other appropriately qualified professional. • The Plan shall identify protocols for project construction activities to maintain vibration levels at or below the potential for building damage threshold. The protocols could include continuous vibration monitoring during the phases of construction most likely to generate high vibration levels such as excavation and foundation phases. • A pre-construction survey of the storage building along the project garage's property line shall also be conducted. The survey shall include photo or video documentation. The Plan shall adopt a building damage vibration threshold of PPV 0.5 inches per second or identify an alternative threshold as appropriate based on the condition of the building and the actual construction equipment/activities. • Because the construction vibration analysis identifies the potential for construction vibration to cause annoyance at the adjacent existing office building at 700 S. Claremont St. (i.e. calculated PPV exceeds 0.10 inches per second), the Plan shall also identify project construction methods to maintain vibration levels below the annoyance threshold. If it is not feasible to limit construction vibration level to below the threshold, the Plan shall specify the expected periods that could result in annoyance and provide protocols for notifying the owner of the office building prior to those activities. <p>For consistency with noise policies contained in the General Plan, the following Conditions of Approval are recommended for consideration by the City.</p> <p><u>Conditions of Approval:</u></p> <ul style="list-style-type: none"> • A detailed analysis shall be prepared by a qualified acoustical consultant to determine the noise insulation requirements on a unit-by-unit basis to meet the interior noise level requirement of an Ldn of 45 dBA or less at the dwelling units.
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	<p>The windows and balcony doors in the dwelling units will need to be in the closed position to meet the required interior noise level. This closed window condition will need to be considered by the Mechanical Engineer in their determination of the outdoor air ventilation requirements for the dwelling units. The ventilation system must not compromise the noise reduction provided by the window and wall assembly.</p> <ul style="list-style-type: none"> • The applicant shall consider the potential for sleep and activity interference due to single-event noise in the design of the project building. Achieving a single event noise goal would likely require window and exterior wall constructions with higher sound-ratings than needed to meet the code requirement. In addition, the nighttime train and whistle noise shall be disclosed to project residents. • Analysis of the noise insulation requirements shall be made for the nonresidential spaces such that the interior noise levels would meet the CalGreen requirement of hourly Leq of 50 dBA. The noise insulation requirements in the detailed analysis must be incorporated into the building design. • The project sponsor shall prepare a design level analysis of the railroad induced vibration levels in the project building. The study shall consider structural design features such as stiffening the floor constructions to avoid resonant frequencies below 25 Hz. If the study indicates that the FTA criteria will be exceeded the study shall identify the areas of the building that are potentially affected. • The owners shall disclose the potential vibration effects to residents that may be affected by train passbys.
Vegetation, Wildlife Measures	<p>The following mitigation measures will be implemented during construction to reduce impacts to nesting birds, and reduce these impacts to a less than significant level.</p> <p>MM BIO-4.1: Construction activities (or at least the commencement of such activities) should be scheduled to avoid the nesting season to the extent practicable. If construction activities are scheduled to take place outside of the nesting season, all impacts on nesting birds protected under the MBTA and</p>

	<p>CDFW will be avoided. The nesting season for most birds in San Mateo County extends from February 1st through August 30th.</p> <p>MM BIO-4.2: If it is not practicable to schedule construction activities between September 1 and January 31 then preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no active nests will be disturbed during project implementation. These surveys shall be conducted no more than 14 days prior to the initiation of construction. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests)</p> <p>MM BIO-4.3: If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that nests of species protected by the MBTA and CDFW shall not be disturbed during project implementation.</p> <p>MM BIO-4.4: If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to February 1st).</p> <p><u>Condition of Approval:</u> The following condition of approval would be applied to the proposed project due to the removal of 54 existing trees with diameters of greater than six inches.</p>
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	<ul style="list-style-type: none"> • The applicant shall obtain a Site Development Permit from the Planning Division for removal of existing trees with a diameter of six inches or larger, prior to the issuance of a Site Development Permit or demolition building permit, whichever is issued first. The applicant shall plant trees on the project site equivalent to the Landscape Unit (LU) value of trees to be removed or pay a fee in lieu of planting trees at the rate established in the annual Comprehensive Fee Schedule. <p><u>Condition of Approval:</u> The following condition of approval would be applied to the proposed project due to the retention of two Heritage Trees on-site.</p> <ul style="list-style-type: none"> • The applicant shall protect all Heritage Trees designated to remain from damage during construction. Tree protection shall comply with all provisions of the Heritage Tree Ordinance, approved Tree Protection Plan contained in the approved project arborist's report, and any requirements imposed by the City. The following tree protection measures shall be shown on building permit drawings: <ul style="list-style-type: none"> ○ All recommendations for tree protection contained in the approved Tree Protection Plan contained in the approved project arborist's report, and/or additional requirements imposed by the City. ○ Protective fencing shall be located at the drip line of existing major vegetation to remain. This protective fencing shall be constructed of solid wood, chain link, or other solid materials subject to approval of the Zoning Administrator. ○ Oil, gas, chemicals, or construction materials shall not be stored within the drip line of trees that are designated to be preserved. ○ Signs, wires, or other types of obstructions shall not be attached to trees. ○ Trenching under the drip line of trees is to be avoided. If trenching is necessary, trenches are to be hand dug and major roots retained. • All tree protection measures shall be constructed prior to issuance of a grading permit, demolition permit, or building permit. The Project Arborist shall submit a letter and photos to the Project Planner verifying that all tree protection measures
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	<p>are properly implemented prior to the issuance of the first building permit.</p> <ul style="list-style-type: none"> • All approved and installed Heritage Tree protection measures shall be maintained throughout the period of construction. The Project Arborist shall complete inspections on an as-need basis during the construction period and shall submit a monthly report of his/her findings in a letter sent by fax or email to the City Planner assigned to this project.
Educational and Cultural Facilities	<p>No formal mitigation measures are required for educational and cultural facilities impacts. However, the proposed action shall implement the following permit condition:</p> <p><u>Standard Permit Condition:</u> In accordance with California Government Code Section 65996, the developer shall pay a school impact fee to the School District, to offset the increased demands on school facilities caused by the proposed project.</p>
Parks, Open Space, and Recreation	<p>No formal mitigation measures are required for parks, open space, or recreation. However, the proposed action shall implement the following permit condition:</p> <p><u>Standard Permit Condition:</u> The project shall conform to the City's Park Impact Ordinance and Parkland Dedication Ordinance.</p>

**MidPen Affordable Housing Project
City of San Mateo**

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]

The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]

The project may significantly affect the quality of the human environment.

Preparer Signature: _____ Date: _____

Name/Title/Organization: _____

Certifying Officer Signature: _____ Date: _____

Name/Title: _____

Kohar, Kojayan, Director of Community Development

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).

SECTION 7.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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SECTION 8.0 LEAD AGENCY AND CONSULTANTS

8.1 LEAD AGENCY

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Acoustical Consultants

TJKM, Inc.

TDM Consultants

SECTION 9.0 ACRONYMS AND ABBREVIATIONS

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
LID	Low Impact Development
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
PBV	Project Based Vouchers
PCB	Polychlorinated biphenyls
PDA	Priority Development Areas
PCE	Peninsula Clean Energy
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
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
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

Links to Document Appendices:

(available on: <https://www.cityofsanmateo.org/4094/PA19-033-City-Owned-Downtown-Affordable->)

- [Appendix A - Air Quality & GHG Assessment \(6.2MB\)](#)
- [Appendix B - Arborist Report \(1.5MB\)](#)
- [Appendix C - Section 106 \(68.4MB\)](#)
- [Appendix D - Geotechnical \(7.2MB\)](#)
- [Appendix E - Phase 1 - 4th Ave \(47MB\)](#)
- [Appendix E - Phase 1 - 5th Ave \(21.7MB\)](#)
- [Appendix F - Phase 2 Both Parcels \(7.3MB\)](#)
- [Appendix G - Env Site Characterization \(9.7MB\)](#)
- [Appendix H - CEQA Noise Report \(2.8MB\)](#)
- [Appendix I - CEQA Transportation Analysis](#)
- [Appendix J - TDM Plan MidPen \(1.6MB\)](#)
- [Appendix K - Species List \(.3MB\)](#)
- [Appendix L - HUD Explosive Survey \(20.7MB\)](#)
- [Appendix M - SHPO Request for Concurrence \(75.6MB\)](#)
- [Appendix N - SHPO Concurrence \(.9MB\)](#)