Addendum

Hayward Park Station Residential

File No.: PA-2021-033

Prepared by

CITY OF SAN MATEO CALIFORNIA

In Consultation with

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

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY/ADDENDUM

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document.

The City of San Mateo, as the Lead Agency, has prepared this Initial Study (IS)/Addendum for the Hayward Park Station Residential Project in compliance with CEQA, the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San Mateo, California.

1.1.1 Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR

On June 6, 2005, the City of San Mateo certified the San Mateo Rail Corridor Plan and Bay Meadows Specific Plan Amendment (Rail Corridor Plan) Environmental Impact Report (EIR) (SCH No. 2003042170) and approved the Rail Corridor Plan. Among other things, this EIR analyzed the development of the Hayward Park Station TOD Zone (which encompasses the project site) with 1,725 housing units (with an assumed density of 75 units per acre or less) and 912,100 square feet of commercial uses at a program-level.

The Rail Corridor Plan EIR assumed that project-level, site-specific environmental review would be required for future development proposed within the Hayward Park Station TOD Zone. This IS/Addendum is intended to provide project-level, site-specific environmental clearance for the proposed Hayward Park Station Residential Project, as described in Section 3.0 Project Description.

1.2 PUBLIC REVIEW PERIOD

The IS/Addendum will not be circulated for public review, but will be attached to the EIR, pursuant to CEQA Guidelines §15164(c).

1.3 CONSIDERATION OF THE INITIAL STUDY/ADDENDUM AND PROJECT

The City of San Mateo will consider the adoption of the IS/Addendum for the project at a regularly scheduled meeting. If adopted, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

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

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Hayward Park Station Residential Project

2.2 LEAD AGENCY CONTACT

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330 West 20th Avenue
San Mateo, CA 94403
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2.3 PROJECT APPLICANT

Joint Powers Board and Sares Regis Group of Northern California, LLC
901 Mariners Island Boulevard, Suite 700
San Mateo, CA 94404

2.4 PROJECT LOCATION

The 3.18-acre project site is located at 401 Concar Drive, which is located on the north side of Concar Drive where it intersects Pacific Boulevard. The project site is connected to the Hayward Park Caltrain Station, which is directly adjacent to the site's western boundary.

2.5 ASSESSOR'S PARCEL NUMBER

The Assessor's Parcel Number (APN) for the site is 035-200-998.

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

The project site has a Transit Oriented Development General Plan land use designation and is zoned Transit Oriented Development (TOD).

2.7 HABITAT PLAN DESIGNATION

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

2.8 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Site Plan and Architectural Review (SPAR)
- Site Development Planning Application (SDPA) (for Tree Removal only)
- Encroachment Permit (Ministerial)

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The Hayward Park Station Residential Project proposes to construct a five-story building consisting of a ground-level parking podium and 191 residential units, a surface parking lot, a multi-purpose pathway, and two pocket parks.

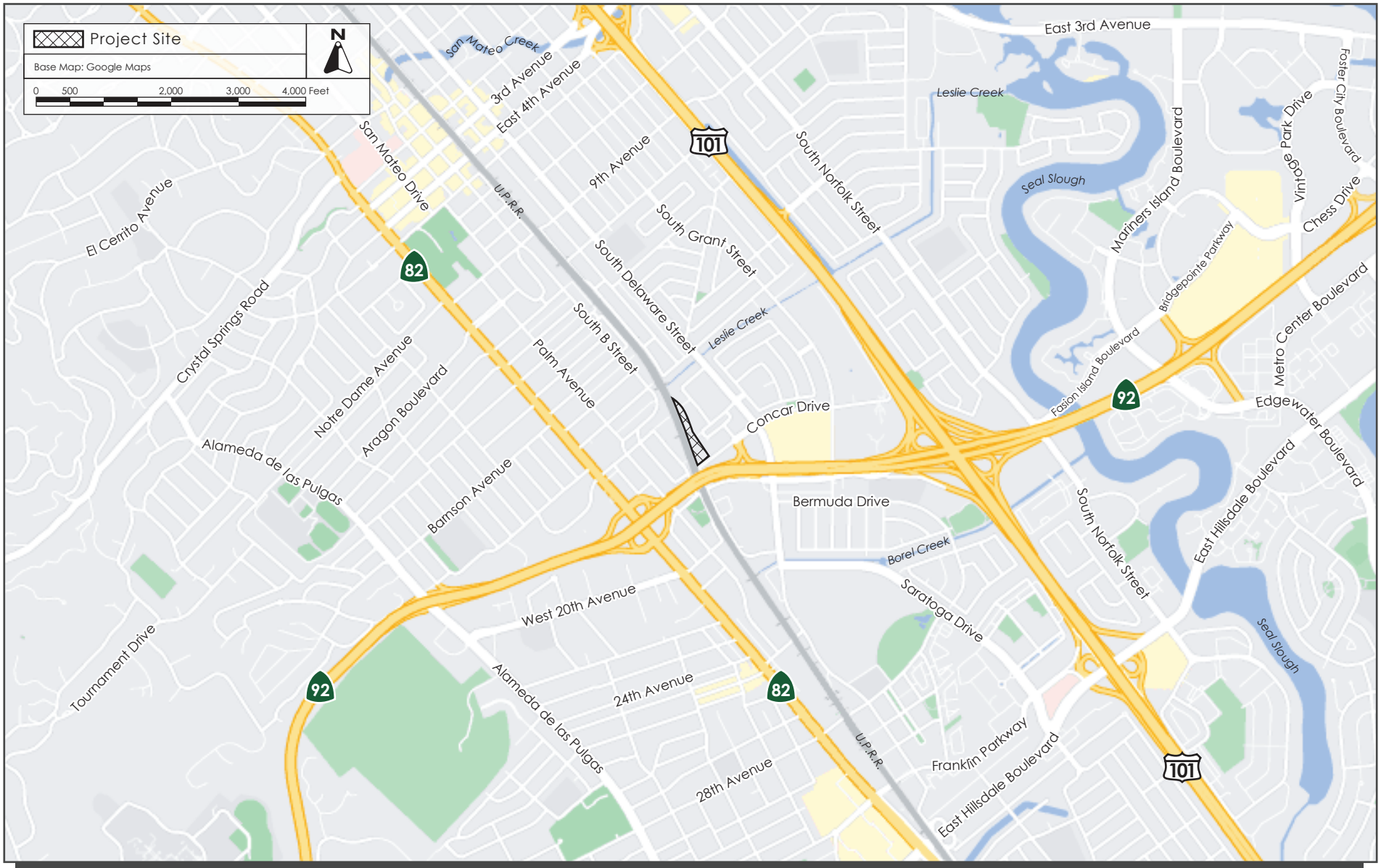
3.1.1 Existing Setting

The project site is a 2.82-acre portion of the 3.18-acre site located at 401 Concar Drive in the Hayward Park district of the City of San Mateo. The southern portion of the project site is developed with a 213-space surface parking lot that is operated by Caltrain and provides parking for the Hayward Park Caltrain Station, which is adjoined to the site's western border. Small, landscaped areas and a total of 50 trees (including 20 trees with diameters of six inches or more) are interspersed throughout the southern portion of the project site. The northern portion of the project site is a mix of paved and pervious surfaces that is used by Caltrain for vehicle and materials storage. In total, the 2.82-acre portion of the project to be developed is covered by 22,188 square feet of pervious surfaces and 100,687 square feet of impervious surfaces, equivalent to 18 and 82 percent, respectively. A bicycle and pedestrian (multi-use) pathway runs along the eastern border of the project site along Concar Drive and northern border of the project site up to South Railroad Avenue and East 16th Avenue.

A Peninsula Corridor Joint Powers Board (PCJPB) railroad runs along the project site's western boundary, and California State Route 92 (SR 92) is located approximately 115 feet south of the site. Adjacent land uses include a five-story multi-family residential complex and a five-story office building to the east of the project site across the aforementioned multi-use pathway, one- and two-story buildings occupied by a mix of commercial and residential uses to the west opposite the PCJPB railroad, and a surface parking lot to the north.

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

REGIONAL MAP | FIGURE 3.1-1



VICINITY MAP

FIGURE 3.1-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 3.1-3

3.1.1.1 *General Plan and Zoning*

The City of San Mateo 2030 General Plan was adopted in October 2010, after the adoption of the Rail Corridor Plan in 2005. As identified in Section 2.6, the project site has a Transit-Oriented Development land use designation. Pursuant to General Plan Policy PA 5.2, this land use designation is intended to allow transit-oriented development in accordance with the provisions of the Rail Corridor Plan. As noted in Section 1.1.1, the project site is located in the Hayward Park Station TOD Zone of the Rail Corridor Plan area. Parcels located within this zone are intended to provide transit-supportive land uses, specifically multi-family housing or major employment centers. The project site specifically has a Rail Corridor Plan land use designation of High-Density Residential/Office, which unconditionally permits multi-family residential development with a maximum density of 50 units per acre and maximum building heights of 55 feet. If a project demonstrates substantial public benefits, densities up to 75 units per acre and building heights of up to 75 feet may be permitted. Additionally, the southernmost portion of the project site adjacent to Concar Drive is limited to a floor area ratio (FAR) of 3.0.

As identified in Section 2.6, the project site is zoned TOD. The purpose of the TOD zoning district is to implement the Rail Corridor Plan.

3.1.1.2 *California State Density Bonus Law*

The project would reserve 11 percent of its base density units for very low-income households (16 units), and therefore would qualify for a density bonus of 35 percent under the California State Density Bonus Law (California Government Code Sections 65915 – 65918), which equates to a maximum of 191 residential units.[1] Additionally, projects that reserve between five and ten percent of units or greater for very low-income households are entitled to two concessions.[2] Applicants may also request an unlimited number of waivers or reductions in development standards that must be granted, so long as these waivers or reductions would not cause a public health or safety problem, cause an environmental problem, harm historical property, or would be contrary to law.[3]

3.2 PROPOSED DEVELOPMENT

The project proposes to develop an approximately 2.82-acre portion of the 3.18-acre project site with a five-story multi-family development containing 191 units, first floor parking podium with 120 parking spaces, and a surface parking lot that would provide 72 parking spaces (discussed in greater detail in Section 3.2.1). The remaining 0.36-acre portion of the site is proposed as Rail Right-of-Way located between the Caltrain station and proposed building and surface parking lot that would be dedicated to the PCJPB. The building would be approximately 238,875 square feet in size, and 56.5

[1] 2.82 (project site acreage) multiplied by 50 (the maximum density allowed under the Rail Corridor Plan) equals 141; multiplied by 1.35 (the allowable density bonus) equals 190.35, which rounds up to 191 as allowed by State Density Bonus Law.

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

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

feet in height to the highest plate line and 63 feet in height to the parapet.[4] A parking lot would be provided in the northern portion of the project site that would be accessible by a driveway located directly to the west of the building. A multi-use pathway would extend along the project site's western boundary in between the Caltrain railway and the parking lot/driveway. The building exterior would utilize a variety of exterior finishes, including cement plaster, fiber cement siding, and glass, and the fifth floor would have a stepback of 18 feet at the northern tip of the proposed building.

The first floor of the building would include a parking lot and two residential lobbies. The residential lobby area located at the southeastern corner of the building would consist of leasing offices, elevators, restroom, fire command center, Wi-Fi lounge, gym, and package delivery, mail, and trash rooms. Utility rooms would be located behind the residential lobby area. An electrical equipment room and enclosed trash area would be located midway along the western side of the building. The other residential lobby would be located at the northern end of the building and would consist of an elevator, bicycle storage room, electrical control room, and staircase. Floors two through five would be dedicated to residential use and provide 17 studios, 119 one-bedroom units, and 55 two-bedroom units. In the center of the second floor would be an open air atrium located on top of the ground floor parking podium (see Section 3.2.1) that would provide common open space for future residents of the proposed project. On floor five, the project would provide a roof lounge and roof deck at the northern tip of floor five where the building is stepback from floor four. Additionally, HVAC condensers would be located on the roof, which would be shielded by either rooftop screens or perimeter parapet walls, noise control baffles, sound attenuators, or an enclosure.

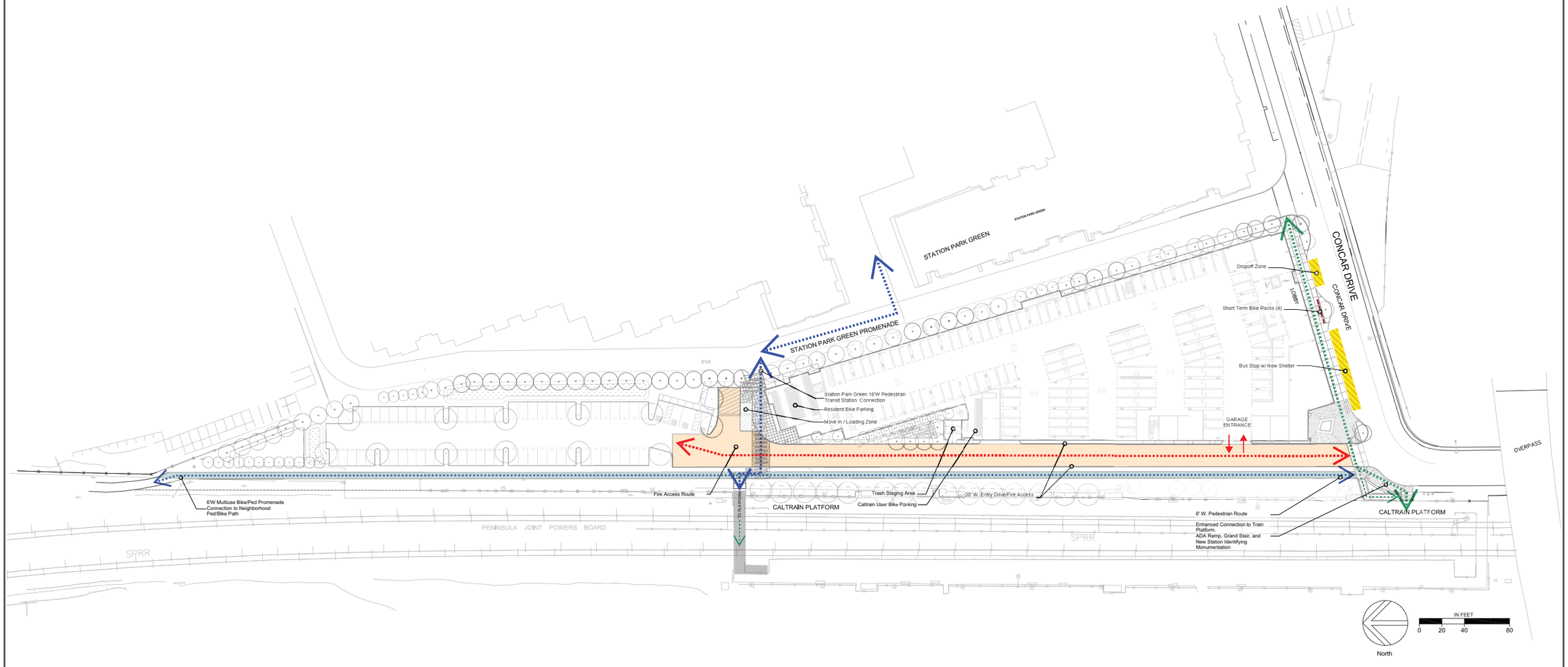
A conceptual site plan of the proposed project is shown below on Figure 3.2-1.

3.2.1 Parking, Site Access, and Circulation

As noted above, the proposed building would include a ground floor parking podium, which would provide 120 parking spaces, including 87 standard and compact stalls, 29 electric vehicle (EV) stalls, and four Americans with Disabilities Act (ADA) compliant spaces. The design of the parking podium features one long row along the building's eastern wall and four shorter rows extending west, perpendicular to the primary row. A surface parking lot would be constructed north of the proposed building that would provide 72 parking spaces, including 67 standard and compact stalls, one EV stall, and four ADA compliant spaces. In total, the project would provide 192 parking spaces.

Vehicular access to the project site would be provided by a new 22-foot-wide driveway to be constructed off of Concar Drive at the southwest corner of the project site, which would extend along the western side of the project site's frontage and connect to the entrance to the parking podium and surface parking lot. A Caltrain station gateway sign would be located near the driveway entrance at Concar Drive and Pacific Boulevard.

[4] As defined by San Mateo Municipal Code Section 27.04.080, building height means the vertical distance, measured from existing grade at any point along the perimeter of a building, to the highest plate line of the structure directly above that point, regardless of whether that point is on the same plane as the building where it touches the ground.



Source: BDE Architecture, April 30, 2021.

CONCEPTUAL SITE CIRCULATION DIAGRAM | FIGURE 3.2-1

As previously noted, the project site is adjacent to the Hayward Park Caltrain Station. Caltrain provides commuter rail service between San Francisco to the north and Gilroy to the south. In addition to Caltrain, public transit service to and from the project site is provided by the San Mateo County Transit District (SamTrans), which operates four bus routes (Routes 53, 292, 397, and ECR) in the vicinity of the project site.

Bicyclists would be able to access the project site via the existing multi-use pathway that extends south from the East 16th Avenue and South Railroad Avenue intersection to the northern tip of the project site. Bicyclists would also be able to access the site via Concar Drive. The project would construct a multi-use pathway along the site's western boundary that would run between the Caltrain platform and the proposed driveway/surface parking lot, and would connect the existing multi-use pathway with Concar Drive. There is also an existing multi-use path along Concar Drive between South Delaware Street and the eastern boundary of the project site, implemented by the Station Park Green development. The project would construct a multi-use pathway along their project frontage between the Caltrain platform and the existing multi-use path on Concar Drive. The ground floor of the proposed building would include a bicycle parking room for building residents that would provide 205 long-term parking spaces. A total of 16 short-term bicycle parking spaces would be provided via bicycle racks located on the sidewalks adjacent to the proposed building.

Pedestrian access to the project site would be provided via multiple routes, including the aforementioned multi-use pathway at the intersection of East 16th Avenue and South Railroad Avenue, the aforementioned multi-use pathway along Concar Drive that connects the Station Park Green development adjacent east with the project site, and an east-west pedestrian pathway through the center of the project that connects the Caltrain platform through the Station Park Green development along Station Park Circle connecting to S. Delaware Street at Charles Lane. Residents would access the building via one of two residential lobbies located in the northern and southern portions of the buildings' ground floor. A gated staircase midway along the building's eastern frontage would provide access to the second floor courtyard. Primary access to the Caltrain platform would be provided via a 16-foot wide pedestrian pathway located between the proposed building and the surface parking lot.

3.2.2 Amenities

The project includes amenities on the first, second, and fifth floors. Ground floor amenities include pocket parks located on the western side of the building and at the tip of the project site immediately north of the surface parking lot. The ground floor would also provide a bicycle parking and repair station directly adjacent to the Caltrain station platforms located west of the site. A fitness center for residents would also be provided in the southwest corner off the ground floor. On the second floor, the open air atrium described in Section 3.2 would provide residential amenities, including seated lounge areas, raised planters with trees and shrubs, shading structures, outdoor games, and barbeque. The second floor would also include an indoor clubroom and collaborative workspace area adjacent to the courtyard and staircase. The fifth floor would feature a shaded north facing roof deck lounge.

3.2.3 Landscaping and Stormwater Controls

The project proposes to remove all of the existing trees on-site, including 20 trees with trunk diameters of six inches or greater.[5] None of the trees present on-site are considered protected trees.[6] Landscaping along the project's eastern frontage would include a row of trees and raised and ground-level planter areas for low evergreen hedges and grasses or accent plants, respectively. As shown on Figure 3.2-2, the project proposes new landscaping that would extend from the northern tip of the project site down along the eastern border of the site to Concar Drive that includes drought-resistant, low-impact trees and groundcover.

Post-construction, the project site would be covered by approximately 17,058 square feet of pervious surface and 105,817 square feet of impervious surface, equivalent to 14 and 86 percent, respectively. Stormwater runoff from impervious surfaces would be treated through the use of bioretention areas, self-retaining planter areas, and a Perk Filter cartridge.[7]

3.2.4 Utility Improvements

Utility services to the proposed project would be provided by the City of San Mateo (storm drain, sanitary sewer), California Water Service (water service), and Pacific Gas & Electric (PG&E) (electricity). The project would install a new 18-inch City storm drain main and new water lines along the eastern and western side of the proposed building that would connect to Concar Drive.

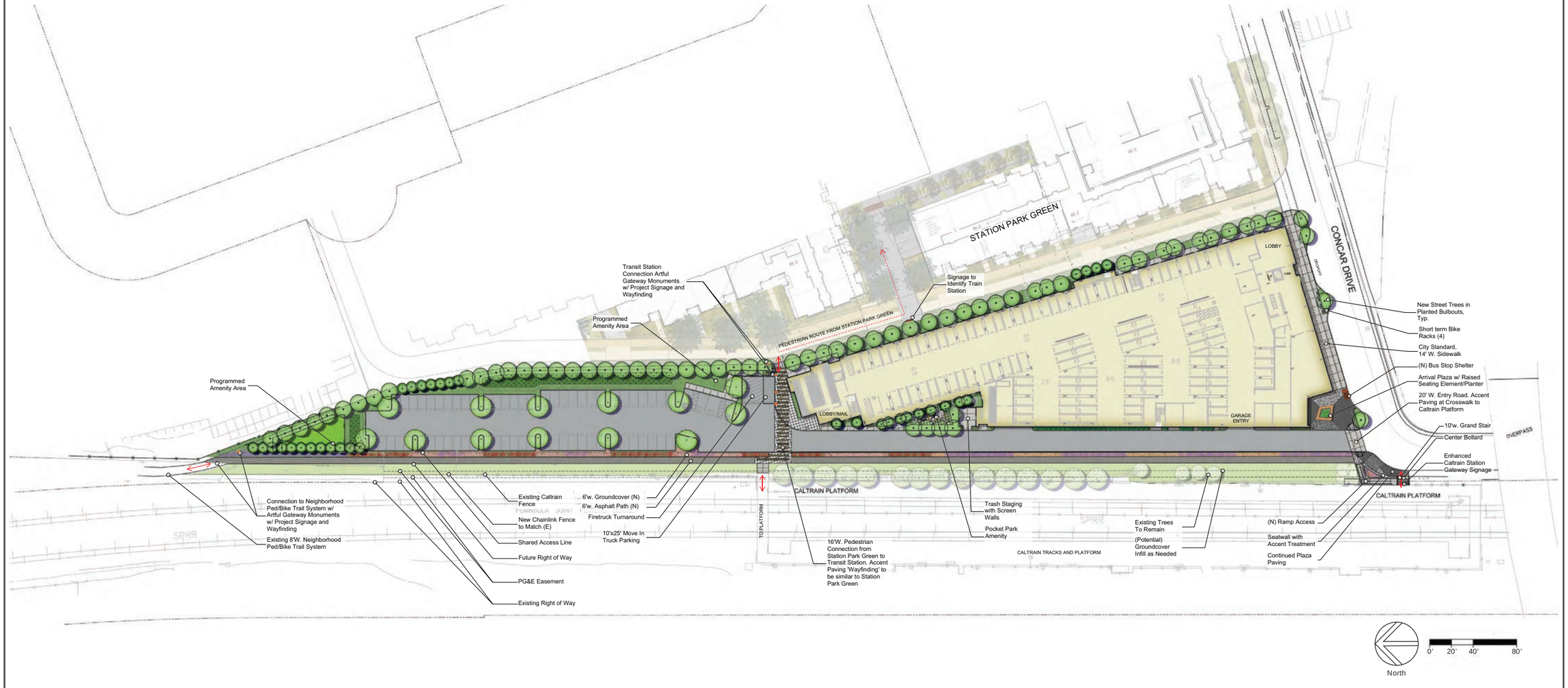
3.2.5 Green Building and Energy Efficiency Measures

The project would be designed for energy efficiency and water conservation in accordance with the 2019 California Green Building Standards Code (CALGreen). This includes mandatory installation of electric vehicle charging stations, low-flow plumbing fixtures, and low-water use landscaping. In addition, Energy Star appliances would be provided in the units, windows would be dual-glazed with ultraviolet coats, and the building exterior would feature solar heat gain resistant screens and high solar reflective roofing materials. A three-kilowatt photovoltaic solar panel system would be installed on the roof of the proposed building. The project would conform to the City's Reach Code (Municipal Code Chapter 23.24 and 23.70), which requires new residential buildings to be all-electric with a higher energy efficiency than what is required by CALGreen standards.

3.2.6 Transportation Demand Management

The project would implement a Transportation Demand Management (TDM) Plan to encourage automobile-alternative modes of transportation and reduce vehicle trips to and from the site.

[5] Removal of trees with diameters of six inches or greater must be replaced in accordance with San Mateo Municipal Code Section 27.71, or pay in-lieu fees in accordance with the City's Comprehensive Fee Schedule.
[6] Pursuant to the City of San Mateo's Protected Tree Ordinance (Municipal Code Chapter 13.40), a protected tree is defined as a Heritage Tree, a Street Tree, or a tree designated as protected as part of an approved Planning Application that is subject to Chapter 27.71 of the City's Municipal Code.
[7] A Perk Filter is a media-filled, cartridge filtration system that removes pollutants such as Total Suspended Solids (TSS), metals, nutrients, gross solids, trash and debris as well as petroleum hydrocarbons to significantly reduce the total downstream pollutant discharge load in storm water runoff.



Source: BDE Architecture, April 30, 2021.

CONCEPTUAL LANDSCAPE PLAN | FIGURE 3.2-2

3.2.7 Construction

Construction of the project is estimated to last approximately 14 months, with demolition anticipated to begin in October 2023. Horizontal and vertical construction is anticipated to start December 2023. Construction hours within private property would be limited to 7:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 5:00 p.m. on Saturdays, and 12:00 p.m. to 4:00 p.m. on Sundays and holidays. Construction activities associated with the proposed project include site clearing and demolition, utility connections, building construction, frontage improvements, and landscaping. The project would import approximately 5,000 cubic yards (cy) of soil and export 5,000 cy of soil and 2,060 tons of asphalt. Construction staging would occur on-site.

3.2.7.1 *Avoidance and Minimization Measures*

The project proposes to implement the following avoidance and minimization measures during construction to avoid or reduce potential impacts on air quality, biological resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, and noise and vibration.

Air Quality

Consistent with General Plan policies LU-8.9 and 8.11, the project proposes the following measures during construction to reduce the emission of toxic air contaminants and $PM_{2.5}$:

- The project would implement at least one of the following measures during project construction:
    - Option 1: Tier 4 Equivalent Engines for Specific Equipment. Contractors shall be required, as a condition of contract, to only operate construction equipment with Tier 4 engines or California Air Resources Board (CARB) certified Level 3 Verified Diesel Emission Control Strategy (VDECS), such as a diesel particulate filter (DPF), installed on Tier 2 or higher equipment. The use of Tier 4 equivalent engines on all forklifts, tractors/loaders/backhoes, rubber-tired dozers and scrapers would reduce emissions to acceptable levels.
    - Option 2: Reduced Idling and Tier 4 Equivalent Engines for Specific Equipment. Contractors shall be restricted to a two-minute idling limit on all construction equipment. In addition, the Tier 4 equivalent engines shall be implemented on all forklifts and tractors/loaders/backhoes.
- The project would implement the Bay Area Air Quality Management District (BAAQMD) Basic Construction Mitigation Measures identified below:
    - 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 mph.

- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible and feasible. Building pads shall be laid as soon as possible and feasible, as well, 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.
- Use alternative-fueled (i.e., biodiesel, electric) construction vehicles and equipment to the extent it is economically feasible.
- Use local construction materials (within 100 miles) to extent it is economically feasible.

Noise and Vibration

The project proposes to implement the following measures in order to reduce noise generated during project construction:

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by five dBA.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare and submit to the City for approval a detailed construction plan identifying the schedule for major noise-generating construction activities.
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

Additionally, the project proposes to shield any rooftop-mounted equipment with rooftop screens or perimeter parapet walls, noise control baffles, sound attenuators or enclosures.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

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

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

The discussion for each environmental subject includes the following subsections:

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

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Senate Bill 743

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

> The project is a residential, mixed-use residential, or employment center project, and
> The project is located on an infill site within a transit priority area.[8]

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

Streets and Highway Code Sections 260 through 263

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

In San Mateo County, there are three state-designated scenic highways, including the SR 1 segment between south of Half Moon Bay to the Santa Cruz County line (approximately 10.7 miles southwest of the project site), Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County line (approximately 3.2 miles west of the project site), and the SR 35 segment between the SR 92 intersection to the Santa Cruz County Line (approximately 5.1 miles southwest of the project site). There are no state-designated scenic highways in the City of San Mateo.[9]

[8] 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: Public Resources Code Section 21009. Accessed December 7, 2021. https://codes.findlaw.com/ca/public-resources-code/prc-sect-21099.html.

[9] California Department of Transportation. *California Scenic Highway Mapping System*. Accessed December 7, 2021. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

Local

City of San Mateo 2030 General Plan

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

Policy	Description
UD 1.7	Minor Corridors. Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street, and Mariner's Island Boulevard.
UD 2.16	Encourage applicants to incorporate solar energy systems into their projects. Building owners can minimize non-renewable heating and cooling methods and maximize solar heat gain by using solar panels and innovative building design features such as the use of overhangs, having south-facing windows and planting trees that provide shade. Important considerations in the design and placement of solar panels include: • Building placement and adjacencies should be considered such that they do not unreasonably affect the solar access of neighboring residential properties. • Solar panels and other roof-mounted equipment should be integrated into building design so as to not detract from the appearance of a home and reduce obtrusiveness. • Roof-mounted solar energy equipment and panels should be located below ridgelines and on sides of roof and away from street view wherever possible. Non-glare and non-reflective type panels should be utilized. • The design and placement of roof-mounted solar panels should account for the heights of existing trees and future growth. This applies to both trees on-site and neighboring properties, including Heritage trees and street trees.
UD 2.1	Multi-Family Design. Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, quality of construction, open space, location of parking and lot size.
UD 2.5:	Multi-Family Open Space. Require that a portion of required open space be useable for passive or active recreation.
C/OS 6.1	Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.
C/OS 6.2	Require significant replacement planting when the removal of heritage trees is permitted.
C/OS 6.4	Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.
C/OS 6.6	Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.
C/OS 10.1	Review planning applications for opportunities to promote exceptional design and use of public open spaces in new developments.
C/OS 14.10	When master planning or significantly redeveloping existing facilities, develop an image plan that includes the effective use of signage, color schemes, lighting and plant material which meets both aesthetic and maintenance needs.

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

City of San Mateo Zoning Ordinance

The City's Zoning Ordinance, Title 27 in the Municipal Code, provides standards for the physical development of the City. The City's Site Plan and Architectural Review (SPAR) process applies to new building construction, and projects involving historic buildings within the Downtown Area Plan. 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.

Multi Family Design Guidelines

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

City of San Mateo Protected Tree Ordinance

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

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

4.1.1.2 *Existing Conditions*

Project Site

The project site is a triangle-shaped parcel currently developed with a 213-space surface parking lot, a portion of which is occupied by three portable buildings used by Caltrain. A total of 50 trees are present on-site, including 20 trees with trunk diameters of six inches or greater.[10] Trees on-site are typical of those found in urban environments and parking lots, and none of the trees meet the definition of a protected tree (refer to Appendix A). The project site is on level ground with the surrounding area and is visible from adjacent parcels and roadways.

Surrounding Area

The project site is located in the urbanized Hayward Park district of the City of San Mateo. Adjacent land uses include the Hayward Park Caltrain Station on the site's western border, one-story buildings occupied by a mix of commercial and residential uses to the west opposite the PCJPB railroad, a five-story multi-family residential complex and a five-story office building to the east of the project site across the multi-use pathway along the site's eastern border, and a surface parking lot to the north.

As previously noted, the area within the vicinity of the project site is developed with a mix of land uses. As a result, no single design aesthetic is dominant. As shown in Photos 1 and 2, the adjacent residential complex and office building are of modern, conventional construction styles. As shown in Photos 3 and 4, the commercial and residential structures visible across the PCJPB railroad are of basic utilitarian design with no distinguishable or notable architectural style.

Transit Priority Area

A transit priority area is defined in California Public Resource Code, Section 21099 as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop, defined in California Public Resource Code, Section 21064.3, includes existing rail stations. As described above, the Hayward Park Caltrain Station is adjacent to the project site, which places the project within a Transit Priority Area.[11]

Scenic Views

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

[10] Removal of trees with diameters of six inches or greater must be replaced in accordance with San Mateo Municipal Code Section 27.71, or pay in-lieu fees in accordance with the City's Comprehensive Fee Schedule.
[11] Metropolitan Transportation Commission. Transit Priority Areas. 2021. Accessed February 16, 2022. https://www.arcgis.com/home/item.html?id=370de9dc4d65402d992a769bf6ac8ef5.

Photo 1: View of adjacent apartments looking southeast.

Photo 2: View of adjacent office building looking southeast.

PHOTOS 1 & 2

Photo 3: View of the railroad tracks looking north.

Photo 4: View of railroad tracks looking northwest.

PHOTOS 3 & 4

The General Plan recognizes natural features as important scenic resources to the City, including the Marina Lagoon (0.95 miles to the east), San Mateo Creek (approximately one mile to the north), certain undeveloped private lands adjacent to Campus Drive (1.25 miles to the south), the San Francisco Bay shoreline (1.35 miles to the northeast), Laurel Creek (1.5 miles to the south), and around the College of San Mateo (1.7 miles to the southwest), and Sugarloaf Hill (two miles to the south). Low-lying scenic views from the shoreline, lagoon, and nearby creeks, including the nearest scenic resource (the Marina Lagoon), are not visible from the project site due to intervening development between the creek and the project site. Elevated scenic views from the surrounding hills to the south and southwest are more than 1.25 miles away of the project site which, at that distance, is indistinguishable from surrounding development.

Scenic Highways

The nearest state-designated scenic highway is the segment of I-280 from San Bruno to the Santa Clara County line, approximately 3.25 miles west of the site. The project site is not visible from the nearest portion of I-280 due to hillside topography to the east of the highway that obscures views of the project site.

Light and Glare

Sources of light and glare are abundant in the urban environment of the City of San Mateo, including but not limited to streetlights, vehicular headlights, internal/external building lights, security lights, and reflective building surfaces and windows. Light is currently generated by light poles located pm and adjacent to the Caltrain public parking lot.

4.1.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?[12] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒	☐

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

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Except as provided in Public Resources Code Section 21099, would the project:					
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Aesthetics Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant aesthetic impacts. No mitigation was incorporated into the Rail Corridor Plan EIR.

The project would intensify development of the site and change the character and view of the site itself; however, the project is a residential project located on an infill site (i.e., located in an urban area and currently developed) within a transit priority area (as discussed under Section 4.1.1.2 Existing Conditions). Pursuant to SB 743 (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project would not, by statute, be significant, and are not discussed further in this IS/Addendum. **[Same Impact as Approved Project (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 identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[13]

California Land Conservation Act

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

Fire and Resource Assessment Program

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

4.2.1.2 *Existing Conditions*

The project site, which is located in the urbanized Hayward Park district, is developed with a 213-space surface parking lot, a portion of which is occupied by three portable buildings used by Caltrain. The project site has a Transit-Oriented Development land use designation and is zoned TOD, which are intended to provide transit-supportive land uses, specifically multi-family housing or major

[13] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed December 7, 2021. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[14] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.
[15] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[16] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed December 7, 2021. http://frap.fire.ca.gov/.

employment centers. Neither the land use designation or zoning district unconditionally or conditionally permit agricultural or forestry uses.

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

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

4.2.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) 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?	☐	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒	☐
d) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐

[17] California Natural Resources Agency. *San Mateo County Important Farmland 2018.* September 2019. Accessed December 1, 2021. https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanMateo.aspx

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

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Agriculture and Forestry Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would have no impact on agriculture resources. No detailed analysis of agricultural resources was provided in the EIR. Forestry resources were not addressed by CEQA Appendix G Guidelines at the time the Rail Corridor Plan EIR was prepared.[19]

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. **[Same Impact as Approved Project (No Impact)]**

As documented in Section 4.2.1.2 Existing Conditions, the project site is designated as "Urban and Built-Up Land" on maps prepared by the California Department of Conservation for San Mateo County. Therefore, no Prime, Unique, or Farmland of Statewide Importance would be converted to non-agricultural use as a result of project implementation. As such, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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

As discussed in Section 4.2.1.2 Existing Conditions, the project site is zoned TOD which does not permit agricultural use, and the project site is not under a Williamson Act contract. Therefore, the project will not conflict with existing zoning for an agricultural use or a Williamson Act contract. As such, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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

The project site and surrounding area are not zoned, or adjacent to land zoned, for forest land, timberland, or Timberland Production. Therefore, the project would not conflict with existing zoning or require rezoning of forest land or timberland uses. As such, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

[19] The California Natural Resources Agency adopted amendments to Appendix G of the CEQA Guidelines on December 30, 2009. The amendments were effective as of March 18, 2010.

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

The project site is located in an urbanized area of the City that does not contain any forest lands. Therefore, no forest land would be lost or converted as a result of the project. As such, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (No Impact)]**

As described above in Section 4.2.1.2 Existing Conditions, the project site and adjacent properties are not designated as farmland, nor are they used or zoned for agriculture use or forest land. For this reason, the development of the project would not cause the conversion of farmland to non-agricultural use or forest land to non-forest use. As such, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

4.3 AIR QUALITY

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. A copy of the report, dated March 2022, is attached to this IS/Addendum as Appendix A.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[20] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 4.3-1: Health Effects of Air Pollutants

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

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

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

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

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

Toxic Air Contaminants

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

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[21] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

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

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

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

[21] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed December 8, 2021. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

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

Risk Reduction Plan

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

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.[22]

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.

[22] Bay Area Air Quality Management District. *Final 2017 Clean Air Plan.* April 19, 2017.

Local

City of San Mateo 2030 General Plan

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

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

4.3.1.3 *Existing Conditions*

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

The nearest sensitive receptors to the project site are located at the Station Park Green residential development at 410 Station Park Circle, which is adjacent to the site's eastern border.

4.3.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Air Quality Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant air quality impacts with the incorporation of the mitigation measures identified below.

Rail Corridor Plan EIR – Air Quality Mitigation Measures

- Mitigation Measure Air Quality-CP1: Applicable BAAQMD Basic and Enhanced Control Measures shall be implemented at all construction sites for projects within the Corridor Plan Area. Specific controls to be implemented shall include the following:
    - Water all active construction areas at least twice daily.
    - Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
    - Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
    - Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
    - Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
    - Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
    - Limit traffic speeds on unpaved roads to 15 mph.
    - Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

- Replant vegetation in disturbed areas as quickly as possible.

- Mitigation Measure Air Quality-CP2: The City shall verify that all new developments have either been exempted from new source review by the BAAQMD or have obtained a BAAQMD permit to construct the facility or equipment with the potential to emit toxic air pollutants. Prior to issuing occupancy permits, the City shall verify that the applicant has obtained a BAAQMD permit to operate the facility or equipment.

4.3.2.1 *Thresholds of Significance*

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	

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)**
Incremental Annual $PM_{2.5}$	0.3 $\mu g/m^3$	0.8 $\mu g/m^3$ (average)	

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

Consistency with the 2017 CAP

The Rail Corridor Plan EIR evaluated the Plan in light of the then-current 2000 Clean Air Plan and found it to be consistent with the applicable air quality plan at the time of analysis. The proposed project has been evaluated for consistency with the current Clean Air Plan, the 2017 CAP, and would not conflict with the 2017 CAP because construction and operational emissions would be less than the BAAQMD CEQA Air Quality Guidelines impact thresholds shown in Table 4.3-2 above. Because the project would not exceed the BAAQMD impact thresholds (described further below), it would not result in significant impacts due to the generation of operational-related criteria air pollutants and/or precursors. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, the project is considered urban infill and would be located near bike facilities and transit with regional connections. Implementation of the project would not prevent BAAQMD or partner agencies from continuing progress toward attaining State and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. For these reasons, the project would not result in a significant impact related to consistency with the 2017 CAP, and therefore would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact)]**

Construction Period Emissions

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

Table 4.3-3: Project Construction Period Emissions				
Scenario	**ROG**	**NOx**	**PM_{10} Exhaust**	**$PM_{2.5}$ Exhaust**
Total Construction Emissions (tons)[1]	1.48	1.84	0.03	0.02
Average Daily Emissions (pounds)[2]	9.85	12.25	0.20	0.13
BAAQMD Thresholds (pounds/day)	*54 lbs.*	*54 lbs.*	*82 lbs.*	*54 lbs.*
Exceed Threshold?	No	No	No	No

Source: Illingworth & Rodkin, Inc. *Hayward Park Train Station Air Quality & Greenhouse Gas Assessment*. March 3, 2022.

Notes:

[1] Modeling of construction emissions factored in the construction measures identified in Section 3.2.7 Construction. Post-modeling of construction emissions, the project description was revised to include two additional two-bedroom units with a combined square footage of 2,400 square feet. This increase would increase emissions by less than 1/1000th of a percent and would not result in project construction emissions exceeding BAAQMD thresholds.

[2] Assumes 300 workdays.

As shown in Table 4.3-3, the project's construction criteria pollutant emissions would not exceed BAAQMD thresholds. Additionally, consistent with the Rail Corridor Plan EIR, the project would be required to implement Mitigation Measure Air Quality-CP1, which would require the project to implement the BAAQMD basic and additional fugitive dust control measures, which would further reduce construction-related emissions.

As noted above, the Rail Corridor EIR concluded that criteria air pollutant emissions generated by projects completed under the Rail Corridor Plan would be less than significant with mitigation incorporated. Because the project proposes to use construction equipment with lesser criteria air pollutant emissions than what was anticipated by the Rail Corridor Plan EIR and would have a less than significant construction-related criteria air pollutant impact without mitigation, the project would have a lesser impact than what was disclosed in the Rail Corridor Plan EIR.**[Less Impact than Approved Project (Less than Significant Impact)]**

Operational Period Emissions

In comparison with BAAQMD's thresholds of significance for plan-level impacts, the Rail Corridor Plan EIR determined that buildout of the Rail Corridor Plan would result in less than significant increases in operational regional air pollutant emissions with implementation of mitigation measure Air Quality-CP2. As discussed in Section 4.11, the proposed project is consistent with the project site's land use designation and buildout assumptions provided in the Rail Corridor Plan. Further, as documented below, the project's operational period emissions would not exceed BAAQMD's project-level thresholds for operational period emissions.

Operational air emissions from the project would be generated primarily from autos driven by future residents. Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. This analysis assumed that the project would be fully built out and operating in the year 2025.

Annual emissions were predicted using CalEEMod, and daily emissions were estimated based on 365 days of operation. The modeling assumptions, data inputs, and results are described further in Appendix A. Table 4.3-4 below shows the net average daily operational emissions of ROG, NO_X, total PM_{10}, and total $PM_{2.5}$ during operation of the project in comparison with the BAAQMD thresholds of significance identified in Table 4.3-2.

Table 4.3-4: Project Operational Period Emissions

Scenario	ROG	NOx	PM10	PM2.5
Project Operational Emissions (tons/year)[1]	1.36	0.37	0.68	0.18
BAAQMD Thresholds (tons/year)	*10 tons*	*10 tons*	*15 tons*	*10 tons*
Exceed Threshold?	No	No	No	No
Project Operational Emissions (pounds/day)[1]	7.54	2.06	3.77	1.02
BAAQMD Thresholds (pounds/day)	*54 lbs.*	*54 lbs.*	*82 lbs.*	*54 lbs.*
Exceed Threshold?	No	No	No	No

Source: Illingworth & Rodkin, Inc. *Hayward Park Train Station Air Quality & Greenhouse Gas Assessment*. March 3, 2022.

Notes:

[1] Emissions represent 365 days of operation in 2025. Post-modeling of project emissions, the project description was revised to include two additional two-bedroom units with a combined square footage of 2,400 square feet. This increase would increase emissions by less than 1/1000th of a percent and would not result in operational emissions exceeding BAAQMD thresholds.

As shown in Table 4.3-4, the project's operational period emissions would not exceed BAAQMD significance thresholds; therefore, the project's operational period emissions would have a less than significant impact. The project does not propose any facilities or equipment that require a BAAQMD permit. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR, which found that operational-related criteria air pollutants associated with increased automobile emissions from buildout of the Rail Corridor Plan would be less than significant. **[Same Impact as Approved Project (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. **[Same Impact as Approved Project (Less than Significant Impact)]**

As stated in the BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions

would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

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

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations. **[Same Impact as Approved Project (Less than Significant Impact)]**

Community Health Risk Assessment

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

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

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

The Rail Corridor Plan EIR did not include modeling of construction health risks of future specific projects that would occur within the Plan area as sufficient information about construction activity was not available. Now that details of the proposed construction activity at the site are known, community risk impacts were addressed by predicting increased cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks. The risk impacts from the project are the combination of risks from construction and operation sources. These sources include on-site construction activity, construction truck hauling, and increased traffic from the project. To evaluate the increased cancer risks from the project, a 30-year exposure period is

typically used (per BAAQMD guidance), with the residential sensitive receptors being exposed to both project construction and operation emissions during this timeframe.[23]

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

Community Health Risk from Project Construction

The maximum annual $PM_{2.5}$ concentration and the maximum cancer risk as a result of the project would occur on the first and second floor of the Station Park Green multi-family residential complex at 410 Station Park Circle, respectively. Figure 4.3-1 shows the locations of sensitive receptors near the project site and the MEI.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Although construction exhaust air pollutant emissions would not contribute substantially to existing or projected air quality violations (see Impact AQ-1), construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. Diesel exhaust particulate matter (DPM) poses both a potential health and nuisance impact to nearby receptors. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. A quantitative health risk assessment of the project construction activities was conducted to evaluate the potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$, pursuant to the BAAQMD CEQA Air Quality Guidelines using CalEEMod and the U.S. EPA AERMOD dispersion model. Details about the community health risk modeling, data inputs, and assumptions are included in Appendix A. Table 4.3-5 below summarizes maximum cancer risks, $PM_{2.5}$ concentrations, and hazard index from project construction activities at the off-site residential MEI. The modeling results are based on the project implementing avoidance measures during construction identified above in Section 3.2.7.1, and restated below.

- The project would implement at least one of the following measures during project construction:
    - Option 1: Tier 4 Equivalent Engines for Specific Equipment. Contractors shall be required, as a condition of contract, to only operate construction equipment with Tier 4 engines or California Air Resources Board (CARB) certified Level 3 Verified Diesel Emission Control Strategy (VDECS), such as a diesel particulate filter (DPF), installed on Tier 2 or higher equipment. The use of Tier 4 equivalent engines on all forklifts, tractors/loaders/backhoes, rubber-tired dozers and scrapers would reduce emissions to acceptable levels.
    - Option 2: Reduced Idling and Tier 4 Equivalent Engines for Specific Equipment. Contractors shall be restricted to a two-minute idling limit on all construction

[23] Bay Area Air Quality Management District. *BAAQMD Air Toxics NSR Program Health Risk Assessment (HRA) Guidelines.* December 2016.

equipment. In addition, the Tier 4 equivalent engines shall be implemented on all forklifts and tractors/loaders/backhoes.

Table 4.3-5: Project Construction Impacts At Off-Site MEI

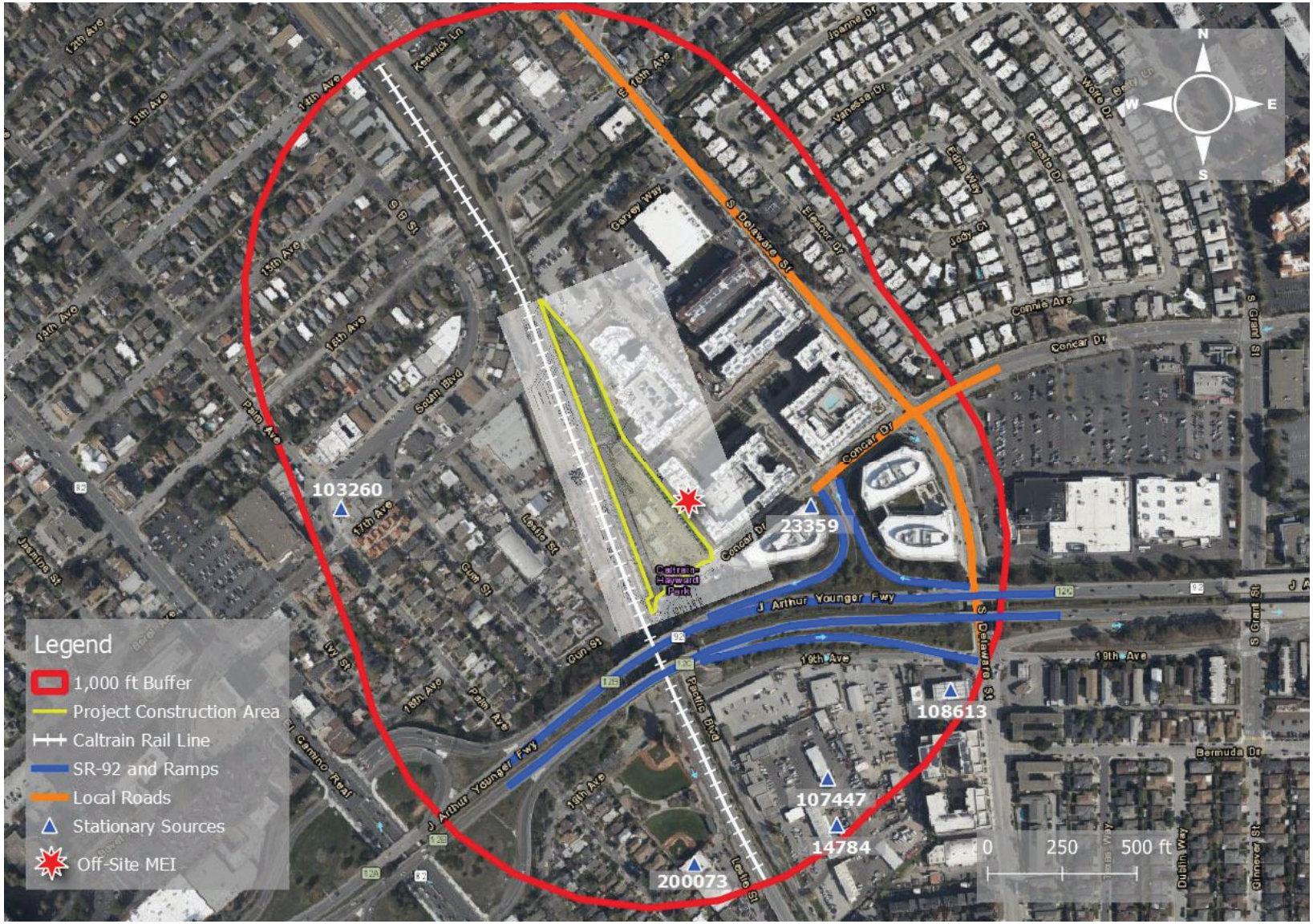
Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Construction[1]	3.25 (infant)	0.04	<0.01
BAAQMD Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	No	No	No

Source: Illingworth & Rodkin, Inc. *Hayward Park Train Station Air Quality & Greenhouse Gas Assessment*. March 3, 2022.

Notes:

[1] Modeling of construction emissions factored in the construction measures identified in Section 3.2.7 Construction and assumes 300 workdays. Post-modeling of construction emissions, the project description was revised to include two additional two-bedroom units with a combined square footage of 2,400 square feet. This increase would increase emissions by less than 1/1000th of a percent and would not result in project construction emissions exceeding BAAQMD thresholds.

As shown in Table 4.3-5, the project's cancer risk, annual PM2.5 concentrations, and hazard index for non-cancer health risks are below the BAAQMD single-source thresholds, and therefore construction of the project would not expose sensitive receptors to substantial pollutant concentrations.



Source: Illingworth & Rodkin, Inc., March 3, 2022.

OFF-SITE RECEPTORS AND MAXIMALLY EXPOSED INDIVIDUAL | FIGURE 4.3-1

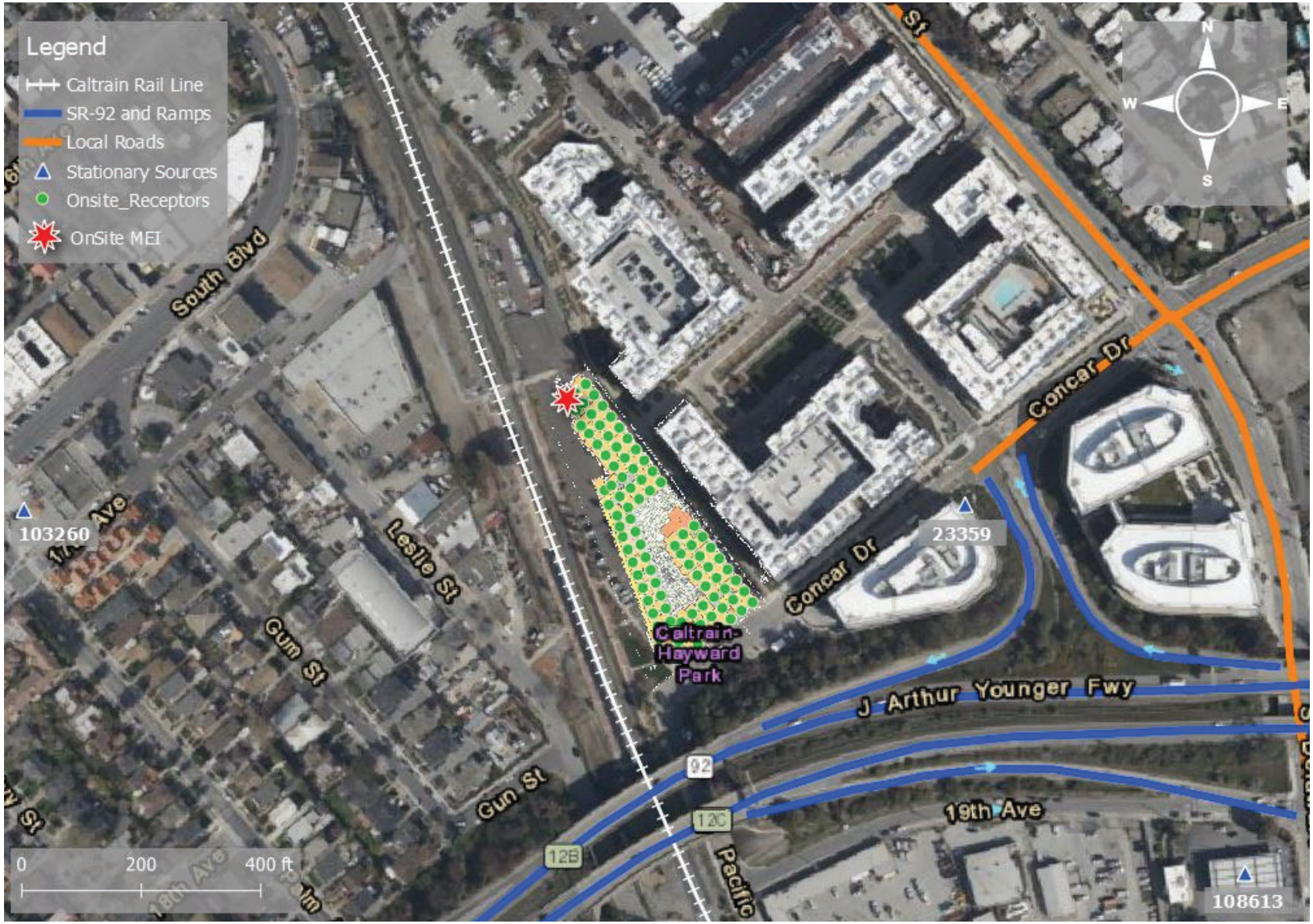
Community Health Risk from Project Operation

The project does not propose any stationary equipment (e.g., emergency generators) that could generate substantial pollutant concentrations. Operation of the project would generate long-term emissions from mobile sources (i.e., project-generated traffic). Per BAAQMD, roadways with less than 10,000 total vehicles per day are considered a low-impact source of TACs. The project would generate 898 daily trips (equivalent to less than nine percent of 10,000 trips) that would be dispersed over the surrounding roadway network, and the vast majority of project trips would be light-duty vehicles (i.e., passenger automobiles rather than diesel-powered medium and heavy duty trucks). Therefore, emissions associated with project-generated traffic would not (on their own or in conjunction with construction emissions) expose sensitive receptors to substantial pollutant concentrations, and the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

Cumulative Community Health Risk of All TAC Sources

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within one-quarter mile of the project site. These sources include busy surface streets (i.e., roadways that exceed 10,000 vehicles per day) and existing stationary sources identified by BAAQMD. Figure 4.3-2 shows the existing, substantial TAC and $PM_{2.5}$ sources with the potential to affect the off-site MEI.

Modeling was completed to calculate the community health risk from the cumulative sources at the project MEI. Refer to APPENDIX for details about the cumulative health risk modeling, including the models used (CT-EMFAC20217, EMFAC, and U.S. EPA AERMOD models), model inputs, and assumptions. Table 4.3-6 reports the cumulative community risk impacts from project construction and operation and other cumulative sources at the MEI.



Source: Illingworth & Rodkin, Inc., March 3, 2022.

PROJECT SITE AND NEARBY TAC AND $PM_{2.5}$ SOURCES | FIGURE 4.3-2

Table 4.3-6: Cumulative Community Risk Impacts at Off-Site MEI			
Source	**Cancer Risk (per million)**	**Annual $PM_{2.5}$ ($\mu g/m^3$)**	**Hazard Index**
Project Construction/Operation1	3.25	0.04	<0.01
Caltrain Rail	11.04	0.05	0.01
State Route 92	1.49	0.07	<0.01
Concar Drive	<0.01	<0.01	<0.01
Delaware Street	0.12	0.01	<0.01
Facility #14784	0.04	<0.01	<0.01
Facility #23359	0.22	<0.01	<0.01
Facility #103260	0.17	N/A	<0.01
Facility #107447	0.04	N/A	<0.01
Facility #108613	4.46	N/A	0.02
Facility #200073	N/A	N/A	<0.01
Total Cumulative Risk	20.84	<0.20	<0.12
BAAQMD Cumulative Source Threshold	*100*	*0.8*	*10.0*
Exceed Threshold?	No	No	No

Source: Illingworth & Rodkin, Inc. *Hayward Park Train Station Air Quality & Greenhouse Gas Assessment*. March 3, 2022.

Notes:

[1] Post-modeling of project emissions, the project description was revised to include two additional two-bedroom units with a combined square footage of 2,400 square feet. This increase would increase emissions by less than 1/1000th of a percent and would not result in cumulative emissions exceeding BAAQMD thresholds.

As shown in Table 3.3-7, the project's combined increased cancer risk, annual $PM_{2.5}$ concentration, and hazard index for non-cancer health risks would not exceed the cumulative-source thresholds. Therefore, the project would not contribute to a cumulative increase in TAC emissions within the project vicinity, and the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact)]**

Fugitive Dust

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

As discussed in Section 3.2.7, the project proposes to implement the BAAQMD Basic Construction Mitigation Measures, which would reduce the impact of fugitive dust generated during project construction to a less than significant level. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact)]**

Health Effects from Criteria Pollutants

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires that when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards, and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the 2017 BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR **[Same Impact as Approved Project (Less than Significant Impact)]**

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

According to the BAAQMD CEQA Guidelines, an odor source with five or more confirmed complaints per year averaged over three years is considered to have a significant impact.[24] BAAQMD has identified a variety of land uses that produce emissions that may lead to odors and generate complaints including, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities. The Rail Corridor EIR found there were no known land uses that emit odors affecting a substantial number of people in the project area, and that the Corridor Plan discourages or does not allow the type of developments that BAAQMD has identified as being potentially significant odor sources. Therefore, the EIR concluded implementation of the proposed Corridor Plan would not result in significant air quality impacts associated with odors.

Residential uses do not typically generate objectionable odors, nor do they fall under any of the land uses identified by BAAQMD to cause objectionable odors. Localized odors, mainly resulting from diesel exhaust and construction equipment on-site, would be created during the construction phase of the project. These odors would be temporary and not likely to be noticed beyond the project site's boundaries. Odors associated with the application of paints and coatings may also be noticeable on

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

occasion by adjacent receptors. Painting and coating of the project would occur during daytime hours only, would be localized, and would be generally confined to the project site. These odors would also be temporary. Operation and maintenance of the project would require the use of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance. Any odors generated by the use of these materials would be both temporary and highly localized. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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

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

Accordingly, a health risk assessment was completed to assess the impact of existing TAC sources on future sensitive receptors (i.e., residents) that would be present on-site. Consistent with the methodology used to determine health risks at the off-site MEI (refer to Impact AIR-3), the health risk assessment of future project residents from TAC sources were from the same TAC sources shown on Figure 4.3-2. Details about the health risk modeling, data inputs, and assumptions are provided in Appendix A. The health risk assessment concluded that the future MEI at the project would not be exposed to cancer risks, annual PM2.5 concentrations, and hazard index for non-cancer health risks exceeding both the BAAQMD single-source and cumulative source thresholds. Therefore, future residents of the project would not be exposed to elevated health risks from substantial pollutant concentrations.

4.4 BIOLOGICAL RESOURCES

The following discussion is based, in part, on an Arborist Report prepared by California Tree and Landscape Consulting, Inc. A copy of the report, dated August 2021, is attached to this IS/Addendum as Appendix B.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

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

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

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The 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 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.

Regional and Local

City of San Mateo 2030 General Plan

Various policies and actions in the 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:

Policy	Description
C/OS 6.1	Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.
C/OS 6.2	Require significant replacement planting when the removal of heritage tree is permitted.
C/OS 6.3	Require the protection of heritage trees during construction activity; require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree.
C/OS 6.4	Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.
C/OS 6.6	Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan, El Camino Real Master Plan, or Hillsdale Station Area Plan, as applicable.
C/OS 6.7	Encourage the planting of new street trees throughout the City and especially in gateway areas such as Third Avenue, Fourth Avenue, El Camino Real (SR 82), Hillsdale Boulevard, and 42nd Avenue; encourage neighborhood participation in tree planting programs; explore non-City funded tree planting programs.

City of San Mateo Protected Tree Ordinance

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

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

San Mateo Municipal Code Chapter 23.40 Site Development Code

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

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

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

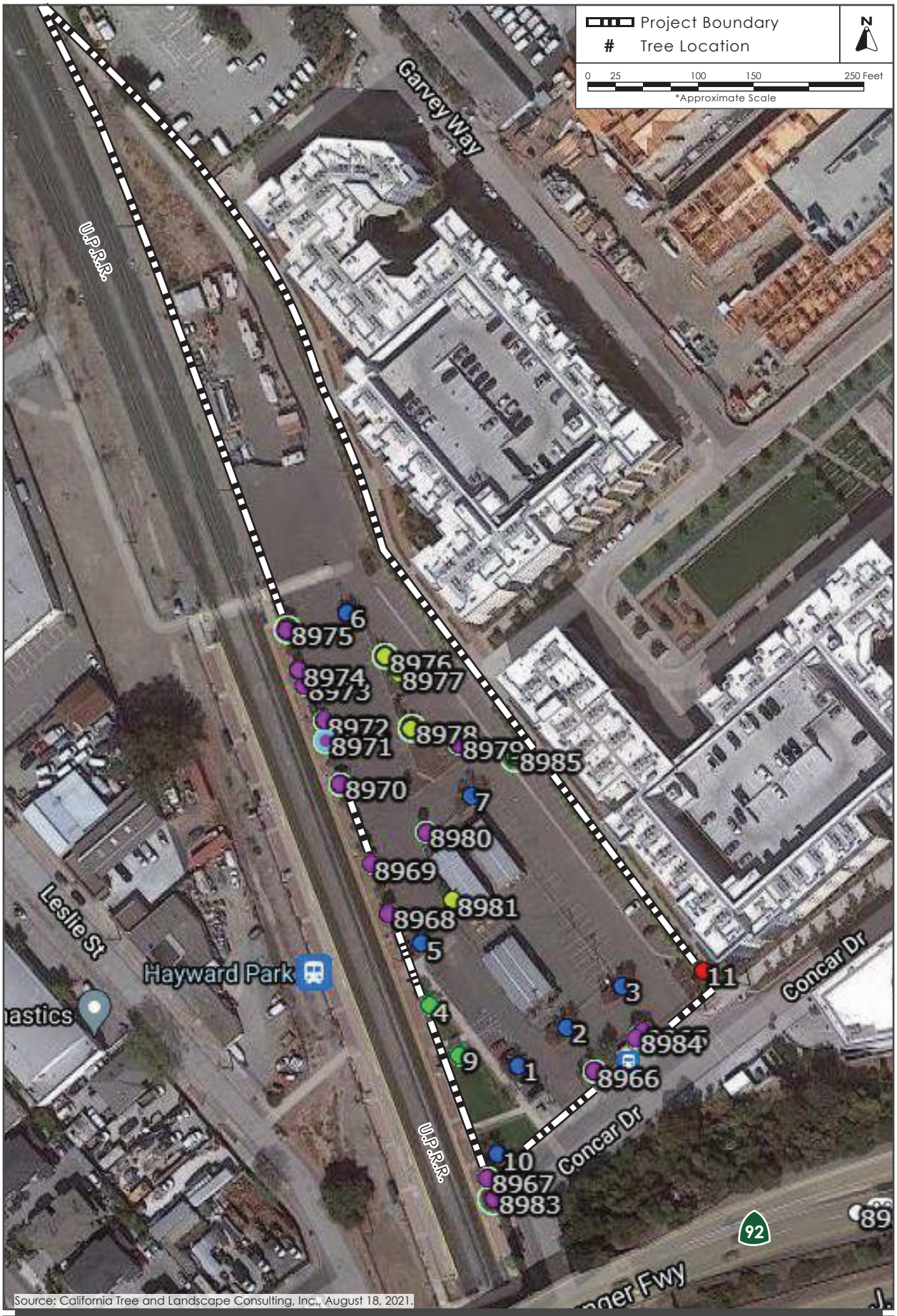
San Mateo Municipal Code Chapter 27.71 Landscape for Planning Applications

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

4.4.1.2 *Existing Conditions*

As discussed in detail in Section 3.1.1, the southern portion of the project site is developed with a 213-space surface parking lot, and contains small landscaped areas and trees, and the northern portion is developed with a Caltrain vehicle parking and materials storage area. Trees present on-site with diameters in excess of six inches are considered major vegetation per the City's Site Development Code and are shown below on Figure 4.4-1, and the status of these trees is summarized in Table 4.4-1, including each tree's landscape unit value.[25]As described above, there are an additional 30 trees on site that are below six inches in diameter, and are afforded no protection under the City's Municipal Code. While there are 20 trees above six inches on site afforded protection by the City's Site Development Code, there are no trees on the site that meet the City's definition of a 'protected tree' pursuant to Municipal Code Chapter 13.40.

[25] Trees with diameter of less than six inches are not protected biological resources under the San Mateo General Plan and Municipal Code, and are not subject to the City's replacement or in-lieu fee requirements. Pursuant to Municipal Code 27.71, replacement requirements and in-lieu fees are based on the landscape unit value of the trees proposed for removal.



TREE LOCATION MAP | FIGURE 4.4-1

Table 4.4-1: Tree Assessment Summary			
Tree Tag Number	**Species**	**Protected Tree? (Yes/No)[1]**	**Landscape Unit Value**
8965	Brisbane box (*Lophotemon confertus*)	No	4.36
8966	Brisbane box (*Lophotemon confertus*)	No	4.67
8967	Brisbane box (*Lophotemon confertus*)	No	8.91
8968	Brisbane box (*Lophotemon confertus*)	No	7.92
8969	Brisbane box (*Lophotemon confertus*)	No	6.93
8970	Brisbane box (*Lophotemon confertus*)	No	5.09
8971	Brisbane box (*Lophotemon confertus*)	No	6.79
8972	Brisbane box (*Lophotemon confertus*)	No	6.79
8973	Brisbane box (*Lophotemon confertus*)	No	5.94
8974	Brisbane box (Lophotemon confertus)	No	5.09
8975	Brisbane box (*Lophotemon confertus*)	No	6.79
8976	Flowering Pear (*Pyrus calleryana*)	No	2.5
8977	Flowering Pear (*Pyrus calleryana*)	No	2.15
8978	Flowering Pear (*Pyrus calleryana*)	No	2.64
8979	Brisbane box (*Lophotemon confertus*)	No	5.54
8980	Flowering Pear (*Pyrus calleryana*)	No	1.93
8981	Flowering Pear (*Pyrus calleryana*)	No	1.73
8983	Brisbane box (*Lophotemon confertus*)	No	6.93

Table 4.4-1: Tree Assessment Summary			
Tree Tag Number	**Species**	**Protected Tree? (Yes/No)[1]**	**Landscape Unit Value**
8984	Brisbane box (*Lophotemon confertus*)	No	4.16
8985	Chinese Pistache (*Pistacia chinensis*)	No	2.31
		Total Landscape Unit Value	99.17

Source: California Tree and Landscaping Consulting, Inc. *Arborist Report for Hayward Park Station Complex Development, San Mateo, CA*. August 18, 2021.

Notes:

[1] A protected tree is a Heritage Tree or Street Tree as defined in Municipal Code Chapter 13.40.

As shown in Figure 3.1-3, the site is located in a fully developed and urbanized area. Habitats in developed, urban areas such as the project site are low in species diversity, consisting primarily of urban adapted birds, mammals, and reptiles. There are no sensitive habitats (e.g., riparian habitat) or wetlands on or adjacent to the project site. Further, the Rail Corridor Plan EIR determined that no special-status species are present within the plan area, and no sensitive habitats, communities, wetlands, or migratory corridors are mapped within the plan area by the Rail Corridor Plan EIR or the General Plan EIR.[26,27] The closest waterway in proximity to the project site is the 16th Avenue Channel, located approximately 215 feet to the north.

4.4.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☐	☐	☒	☐

[26] City of San Mateo. *San Mateo Rail Corridor Plan & Bay Meadows Specific Plan Amendment Final Environmental Impact Report*. June 2005.

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

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
b) 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?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Biological Resources Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant impacts to biological resources, specifically aquatic/riparian habitat, trees, and nesting birds, with the incorporation of the following mitigation measures.

- Mitigation Measure Biology-CP2: If implementation of the Corridor Plan results in a project that has the potential to cause a discharge of dredged or fill material into the 16th and 19th Avenue channels, to affect the bed and bank of the channels, or to affect the uplands within 50 feet of the top of the bank, the project sponsor shall require the following measures be implemented:
    - Biology-CP2a: A wetland delineation shall be conducted by a qualified biologist and verified by USACE. A wetland mitigation plan will be prepared, where applicable, that quantifies the amount of jurisdictional waters to be lost. The plan shall include creation/replacement ratios, potential mitigation sites, and monitoring and

maintenance measures. The plan shall be prepared by a qualified wetland biologist in accordance with USACE guidelines.

  - Biology-CP2b: Prior to issuance of a grading permit that would allow impacts to Waters of the U.S., the project sponsor shall obtain all required permits and approvals from USACE, RWQCB, and CDFG, as needed. This could include issuance of a USACE Section 404 permit and/or a CDFG Section 1603 Streambed Alteration Agreement. As part of the permit process, mitigation to reduce impacts on aquatic or riparian habitat would be necessary.
  - Biology-CP2c: If any acreage of Waters of the U.S. would be removed, they shall be replaced or rehabilitated on a "no-net-loss" basis in accordance with USACE regulations. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods agreeable to USACE.
  - Biology-CP2d: Measures to minimize erosion and runoff into drainage channels shall be included in all drainage plans and implemented during construction adjacent to creeks.

- Mitigation Measure Biology-CP3: If one or more heritage trees are proposed to be removed, it would trigger implementation of the following measures, consistent with the requirements of the City of San Mateo Zoning Code:
  - Biology-CP3a: The City shall require that a project's site design reflects every reasonable effort to preserve existing trees, including the development of conditions to protect heritage trees during construction. Heritage trees shall be removed only when it is demonstrated that preservation of these trees would result in an unreasonable solution for the proposed use or where a condition of hazard or danger of disease exists.
  - Biology-CP3b: Prior to implementing the proposed project, the number of trees over six inches in diameter (measured at 48 inches above grade) that would be removed shall be evaluated on the basis of species, size, condition, location, and heritage tree criteria. Condition and location value of trees shall be determined by an arborist or landscape architect as described under Chapter 27.71.180 of the San Mateo Zoning Code.
  - Biology-CP3c: If trees must be removed, they shall be replaced with new trees. The replacement tree size shall be determined by calculating the Landscape Unit Value of the existing tree to be removed using the formula described under Chapter 27.71.180 of the City of San Mateo Zoning Code.
- Mitigation Measure Biology-CP4: If construction activities and tree removal occur during the breeding season between February 1 and August 31, a qualified biologist shall be required to survey the site for nesting raptors within 30 days prior to any ground-disturbing activity or tree removal. If any active raptor nests are found, CDFG shall be notified of the survey results prior to any ground disturbing activity. Avoidance measures will be developed through consultation with CDFG on a case-by-case basis. These could include construction buffer areas or seasonal avoidance. If construction activities and tree removal occur during the non-breeding season, no surveys would be required prior to tree removal.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Special-Status Species

As documented under Section 4.4.1.2, the project site is in a developed, urbanized area and is developed with parking and materials storage uses, along with a small amount of landscaping and trees. Consistent with the findings of the Rail Corridor Plan EIR, due to the lack of suitable habitat for special status species and the developed, urbanized nature of the project site and surrounding areas, special-status species are unlikely to occur on the site. Therefore, development of the proposed project would not have a substantial adverse effect on any special-status species, and the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact)]**

Nesting Raptors and Migratory Birds

Although the presence of special status birds is unlikely, urban-adapted raptors or other common birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the MBTA and CDFW Code (refer to Section 4.4.1.1). The project proposes to remove a total of 50 trees from the site. Removal of the trees on-site could potentially lead to nest abandonment and/or loss of reproductive effort. This is considered a "taking" by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would be considered a significant impact. Consistent with the Rail Corridor Plan EIR, the project would be required to implement MM Biology-CP4 presented above, which would require the project to hire a qualified biologist to survey the site for nesting raptors within 30 days prior to any ground-disturbing activity or tree removal. If any active raptor nests are found, CDFW shall be notified of the survey results prior to any ground-disturbing activity. Avoidance measures will be developed through consultation with CDFW on a case-by-case basis. These could include construction buffer areas or seasonal avoidance. If construction activities and tree removal occur during the non-breeding season, no surveys would be required prior to tree removal. Consistent with the findings of the Rail Corridor Plan EIR, implementation of MM Biology-CP4 would reduce the project's impacts on raptors and nesting birds to a less than significant level. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **[Less Impact than Approved Project (Less than Significant Impact)]**

As documented under Section 4.4.1.2, the project site and surrounding area is urbanized, and there are no adjacent riparian habitats or other sensitive natural communities. While the 16th Avenue Channel is located approximately 215 feet to the north, the project site is beyond the distance (50 feet) identified in Mitigation Measure-CP2, which applies to projects with the potential to affect

uplands within 50 feet of the top of the bank. Therefore, since project construction and operation are limited to developed urbanized areas, the project would not have a substantial adverse effect on any riparian habitat or natural communities. As such, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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. **[Less Impact than Approved Project (No Impact)]**

As documented in Section 4.4.1.2, the project site and surrounding area are urbanized and devoid of any wetlands, marshes, or vernal pools. The project would not impact any state or federally protected wetlands under the Clean Water Act. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

Migratory movements of species typically occur via waterways and surrounding riparian habitat, or through contiguous parcels of undeveloped open space. As documented in Section 4.4.1.2, the project site and surrounding area is urbanized, and the nearest waterway is the 16th Avenue Channel, which is located 215 feet to the north and is segregated from the project site by intervening development. Nesting birds and migratory raptors would be protected by the mitigation measures identified in Impact BIO-1. Since project construction and operation would be confined to the project site, the project would not interfere with the movement of any species or impede the use of any native wildlife nursery sites. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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

There are 50 trees in total on the site. Of that total, there are 20 trees on-site with diameters greater than six inches which is the minimum size subject to regulation, however none of the trees meet the definition of a protected tree as defined in Municipal Code Chapter 13.40 (refer to Section 4.4.1.1). The project proposes to remove all 50 trees; therefore, the project would be required to obtain a Site Development Permit in accordance with City Municipal Code Section 23.40 for the removal of the 20 trees larger than six inches in diameter, and either replace removed trees with equivalent trees in terms of land use value or pay landscape unit in-lieu fees in accordance with the City's

Comprehensive Fee Schedule.[28] As shown in Table 4.4-1, the total landscape unit value of the trees to be removed is 99.17. Additionally, pursuant to Chapter 27.71 of the City's Municipal Code, the project would have a required landscaping area of 15,536 square feet and would be required to plant one tree or pay equivalent in-lieu fees for every 400 square feet of required landscaping area (equivalent to a landscape unit value of 38.84).[29] Consistent with Rail Corridor Plan EIR mitigation measure Biology-CP3, the project would be required to pay in-lieu fees equivalent to the landscape unit value of the trees to be removed, minus the landscape unit value of trees proposed for planting as part of the project. Adherence with Biology-CP3 would ensure that the project complies with all Municipal Code ordinances protecting biological resources (i.e., trees). Accordingly, the project would not conflict with the General Plan policies identified in Section 4.4.1.1 intended to protect heritage and street trees. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR

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. **[Same Impact as Approved Project (No Impact)]**

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

[28] The fee per removed tree pursuant to the City of San Mateo's Adopted Comprehensive Fee Schedule for July 1,2021 through June 30, 2022 is $324.53.

[29] 15,536 square feet (required landscape area) divided by 400 square feet (Municipal Code standard) equals 38.84.

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

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

California Register of Historical Resources

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

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

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

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

[30] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed December 8, 2021. http://www.ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

Public Resources Code Sections 5097 and 5097.98

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

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

City of San Mateo 2030 General Plan

Various policies and actions of the 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:

Policy	Description
C/OS 7.1	Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.
C/OS 8.1	Historic Preservation. Preserve, where feasible, historic buildings as follows: Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application. Require the applicant to submit alternatives on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met. Require that all exterior renovations of historic buildings conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures. Historic building shall mean buildings which are on or individually eligible for the National Register or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report. The City Council by resolution may add or delete any building which it finds does, or does not, meet the criteria for the National Register or other criteria.
C/OS 8.4	Promote the rehabilitation of historic structures; consider alternative building codes and give historic structures priority status for available rehabilitation funds.

Policy	Description
C/OS 8.5	Foster public awareness and appreciation of the City's historic, architectural, and archaeological resources.

City of San Mateo Historic Preservation Ordinance

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. Any modifications are evaluated for conformance with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.

4.5.1.2 *Existing Conditions*

Prehistoric Resources

Native American occupation of San Mateo appears to extend over 7,000 years into the past. The Rail Corridor Plan area was within an environmentally advantageous area for Native Americans, located between the resources of the San Francisco Bay (shellfish, fish, waterfowl, and tule) and the foothills (acorns, seed, game, and stone). In addition, Borel Creek (located approximately 0.5-miles to the south), San Mateo Creek (located one mile to the north), and Laurel Creek (located 1.05 miles to the west) provided year-round sources of water and riparian resources.

Pursuant to the Rail Corridor Plan EIR, no known or recorded prehistoric sites have been recorded on, adjacent to, or in the vicinity of the Plan area. The nearest recorded prehistoric site is located adjacent to Laurel Creek, approximately a half mile west of the Plan area boundary. The project site is mapped within a "Low Sensitivity Zone" for archaeological resources.[31]

Historic Resources

According to the NRHP[32], CRHP[33], and City of San Mateo Historic Building Survey, there are no historic buildings on or within 200 feet of the project site. Further, the Rail Corridor Plan EIR determined that no historically sensitive sites or potentially historic buildings are located on or adjacent to the project site. Accordingly, the project site has a low sensitivity for historic-era archaeological deposits. The Rail Corridor Plan EIR did identify eight buildings within the Plan area that are potentially eligible for listing in the California Register, including four buildings located to the west beyond the PCJPB railroad and adjacent developments. The nearest potentially eligible building is a single-family residence at 1753 Gum Street, located approximately 350 feet to the west of the project site.[34]

[31] Chavez, David. *Citywide Archaeological Investigations, City of San Mateo, California*. 1983.
[32] National Register of Historic Places. "National Register Database and Research. Accessed April 8, 2022. https://www.nps.gov/subjects/nationalregister/database-research.htm
[33] California Register of Historic Places. "California Historical Resources". Accessed April 8, 2022. https://ohp.parks.ca.gov/listedresources/
[34] City of San Mateo. *San Mateo Rail Corridor Plan & Bay Meadows Specific Plan Amendment Final Environmental Impact Report*. June 2005.

4.5.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Cultural Resources Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in significant and unavoidable cultural resource impacts due to the probability that redevelopment in the Corridor Plan Area would increase the probability that California Register-eligible structures would be demolished or altered. Impacts to archaeological resources were found by the Rail Corridor Plan EIR to be less than significant with implementation of the mitigation measures identified below:

- Mitigation Measure Cultural-CP1: The City of San Mateo shall require implementation of a monitoring and response procedure during construction of any proposed project within the project area in order to avoid adverse effects on potentially significant archaeological resources. Specific steps in the procedure are described below:
    - Cultural-CP1a: Prior to construction, the construction contractor and subcontractors shall be of the legal and regulatory consequences of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other significant cultural materials from the site. Significant cultural materials include but are not limited to: aboriginal human remains; chipped stone; groundstone; shell and bone artifacts; concentrations of fire-cracked rock; ash and charcoal; shell; bone; and historic features such as privies or building foundations.
    - Cultural-CP1b: If, during any phase of project construction, archaeological resources or human remains are discovered, work shall be halted within a 50-foot radius of the find. Work shall not be resumed until the find has been evaluated and potential significance determined by a qualified professional archaeologist.
    - Cultural-1CPc: If the qualified archaeologist determines that any finds are significant, then representatives of the construction contractor, the City of San Mateo, and the qualified archaeologist shall determine the appropriate course of action. In the event

that human remains are discovered, the provisions outlined in CEQA Guidelines Section 15064.5 shall be implemented. This would require consultation with the Native American Heritage Commission, if the remains are Native American.

- Cultural-CP1d: All artifacts or samples collected as part of the initial discovery, monitoring, or mitigation shall be properly preserved, catalogued, analyzed, evaluated, and curated along with the associated documentation in a professional manner consistent with current archaeological standards.

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 Impact than Approved Project (Less than Significant Impact)]**

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

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

As documented in Section 4.5.1.2, there are no historical resources present at the project site or in the site's vicinity, as the project site and surrounding buildings are not eligible for listing in the NRHP, the CRHR, or the local register of historic resources. Four buildings potentially eligible for the California Register are located west of the project site, including a single-family residence located 350 west of the project site at 1753 Gum Street. None of these resources are visible from the project site, and at this distance, vibration generated by project construction would not have the potential to cause cosmetic or worse damage to these resources. Once constructed, the upper levels of the proposed development may be visible from the site of these historic resources; however, views of these historic resources against the backdrop of the proposed project would be consistent with existing views of these resources and the existing Station Park Green development adjacent east of the project site. Additionally, the setting of these historic resources is already significantly changed by the surrounding development of modern, conventional construction. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

As described under Section 4.5.1.2 Existing Conditions, no known prehistoric- or historic-era sites or resources have been documented within the Rail Corridor Plan area, and the project site is located within a low sensitivity zone for archaeological resources. Further, the project site has previously been extensively disturbed by past development. Nonetheless, ground-disturbing activities during project construction have the potential to encounter and damage or destroy undiscovered subsurface archaeological resources, if present. Consistent with the Rail Corridor Plan EIR, the project would be required to implement mitigation measure Cultural-CP1a, which would require the project proponent to inform the construction contractor and subcontractors of the legal and regulatory consequences of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other significant cultural materials from the site. In the event that potentially significant archaeological resources are encountered during project construction, the Rail Corridor Plan EIR would require the project to implement mitigation measures Cultural-CP1b, -CP1c, and -CP1d. Measure CP1b would require the project to halt all construction activities within 50 feet of the find until the find has been evaluated and its potential significance determined by a qualified professional archaeologist. Measures CP1c and CP1d would require all artifacts or samples collected as part of the initial discovery, monitoring, or mitigation shall be properly preserved, catalogued, analyzed, evaluated, and curated along with the associated documentation in a professional manner consistent with current archaeological standards. Consistent with the conclusions of the Rail Corridor Plan EIR, implementation of mitigation measures Cultural-CP1a through -CP1d would ensure that the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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

Human graves are most often associated with prehistoric occupation sites. As discussed in Section 4.5.1.2, no known prehistoric sites have been documented within the Rail Corridor Plan area. However, the potential exists for human remains, including Native American remains, to be encountered during construction-related ground-disturbing activities. In the event human remains are encountered, the project would implement mitigation measure Cultural-CP1c, which would require the project to follow the provisions outlined in CEQA Guidelines Section 15064.5(e) and consult with the NAHC and Most Likely Descendent (MLD) if the San Mateo County Coroner determines that the remains are of Native American origin. Consistent with the findings of the Rail Corridor Plan EIR, implementation of Measure CP1C would ensure that the project would not disturb any human remains.

4.6 ENERGY

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. A copy of the report, dated March 2022, is attached to this Addendum as Appendix A.

4.6.1 Environmental Setting

Federal and State

Energy Star and Fuel Efficiency

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

Renewables Portfolio Standard Program

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

Executive Order B-55-18 To Achieve Carbon Neutrality

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

California Building Standards Code

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

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

California Green Building Standards Code

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

Advanced Clean Cars Program

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

Local

City of San Mateo 2030 General Plan

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

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

San Mateo Reach Codes

On September 3, 2019, the City Council adopted mandatory local green building and energy code amendments otherwise known as reach codes, which were codified in the City's Municipal Code as Chapter 23.24, Energy Code and Chapter 23.70, Green Building Code. These reach codes went into effect on January 1, 2020, concurrent with the 2019 Edition of the California Building Standards Codes. Among other requirements, the City's Reach Codes which requires new residential buildings to be all-electric with a higher energy efficiency than what is required by CALGreen standards.

[35] California Building Standards Commission. "California Building Standards Code." Accessed December 8, 2021. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[36] California Energy Commission (CEC). "2019 Building Energy Efficiency Standards." Accessed December 8, 2021. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.
[37] California Air Resources Board. "The Advanced Clean Cars Program." Accessed December 8, 2021. https://www.arb.ca.gov/msprog/acc/acc.htm.

Additionally, new residential buildings are required to install a three-kilowatt or greater photovoltaic solar panel system and parking provided shall be at least 15 percent EV-capable.

San Mateo Municipal Code Chapter 7.33 Construction and Demolition Debris Ordinance

The City of San Mateo's Construction and Demolition Debris Ordinance requires projects that propose to construct new residential or commercial buildings to recycle construction and demolition debris at a rate of 60 percent, and in so doing help the City 1) reduce landfill waste; 2) foster resource conservation; and 3) help the City meet and exceed a diversion rate of 50 percent, as required by the California Integrated Waste Management Act of 1989.

4.6.1.1 *Existing Conditions*

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

Electricity

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

Peninsula Clean Energy (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 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources. [41]

Natural Gas

PG&E provides natural gas services within the City of San Mateo. In 2019, approximately one percent of California's natural gas supply came from in-state production, while the remaining supply

[38] United States Energy Information Administration. "State Profile and Energy Estimates, 2019." Accessed December 1, 2021. https://www.eia.gov/state/?sid=CA#tabs-2.
[39] Ibid.
[40] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed December 1, 2021. http://ecdms.energy.ca.gov/elecbycounty.aspx.
[41] Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed December 1, 2021. https://www.peninsulacleanenergy.com/faq/. 2) Peninsula Clean Energy. "Energy Choices." Accessed December 1, 2021. https://www.peninsulacleanenergy.com/faq/.

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

Fuel for Motor Vehicles

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

Energy Use of Existing Development

The existing development (specifically, the existing light fixtures) consumes a small amount of electricity and does not consume any natural gas or gasoline, as the gasoline consumed by commute vehicle trips to/from the Caltrain parking lot are not relevant to the baseline for this residential development. For the purposes of this analysis, it was conservatively assumed that the project site does not consume any electricity.

[42] California Gas and Electric Utilities. 2020 *California Gas Report.* October 2020.
[43] United States Energy Information Administration. "State Profile and Energy Estimates, 2019." Accessed December 1, 2021. https://www.eia.gov/state/?sid=CA#tabs-2.
[44] California Energy Commission. "Natural Gas Consumption by County." Accessed August 2, 2021. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[45] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed December 1, 2021. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.
[46] United States Environmental Protection Agency. "The 2020 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." January 2021. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010U68.pdf
[47] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed December 1, 2021. http://www.afdc.energy.gov/laws/eisa.
[48] Public Law 110–140—December 19, 2007. *Energy Independence & Security Act of 2007.* Accessed December 1, 2021. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.

4.6.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Energy Conclusion

The Rail Corridor Plan EIR did not address energy resources directly. As discussed in Section 4.11, the project is consistent with the site's Rail Corridor Plan land use designation, and therefore the project is consistent with the level of development (and associated consumption of energy resources) that was evaluated in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

Construction

The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., excavation, grading, trenching, etc.), and the construction of the project. Adherence to the City's Construction and Demolition Debris Ordinance would reduce energy loss resulting from the disposal of construction and demolition materials by diverting and recycling at least 60 percent of construction debris. Further, the construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. That is, equipment and fuel are not typically used wastefully because of the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, project construction would not result in wasteful, inefficient, or unnecessary consumption of energy resources . **[Same Impact as Approved Project (Less than Significant Impact)]**

Operation

Operation of the proposed project would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy

would also be consumed during each vehicle trip associated with the project. Table 4.6-1 shows the estimated annual energy use of the proposed development by land use.

Table 4.6-1: Estimated Operational Energy Usage		
Electricity Use (kWh/yr.)	**Natural Gas Use (kBtu/yr.)[1]**	**Gasoline (gal/yr.)[2]**
952,592	0	77,459

Source: Illingworth & Rodkin, Inc. *Hayward Park Train Station Air Quality & Greenhouse Gas Assessment*. March 3, 2022.

Notes:

[1] To conservatively assess project-related criteria air pollutant emissions, the Air Quality and Greenhouse Gas Assessment (Appendix A) did not assume all-electric infrastructure as required by the City of San Mateo Reach Codes (refer to Section 4.6.1.1). For purposes of this analysis, the kBtu was converted to kWh and added to the projected electricity consumption provided in Appendix A.

[2] Gasoline use calculated based on forecasted annual VMT in CalEEMod (1,967,439) divided by average U.S. fuel economy. Per the 2021 EPA Automotive Trends Report, the average U.S. Fuel Economy is 25.4 mpg for light-duty vehicles.

As shown in Table 4.6-1, annual operation of the project would increase consumption of electricity by approximately 952,592 kWh and gasoline consumption by 77,459 gallons. Electricity consumed by the project would be equivalent to approximately 0.03 percent of the countywide electricity use.[49] Gasoline consumed by the project would be equivalent to approximately 0.0005 percent of statewide gasoline consumption.[50] As such, project-related energy consumption would not be wasteful, inefficient, or unnecessary as it would be less than significant in comparison with state and county consumption of electricity, natural gas, and gasoline. **[Same Impact as Approved Project (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. **[Same Impact as Approved Project (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. As discussed in Section 3.2.5, the project includes a three-kilowatt photovoltaic solar panel system in accordance with GHG Reduction Measure RE-2 and the City's Reach Codes (refer to Section 4.6.1.1). Additionally, the project would provide 69 EV-charging stations in accordance with Sections 23.70.040. Compliance with these measures, in addition to Title 24 of the California Code, would ensure that the project provides opportunities for on-site renewable energy generation and has a high overall operational energy efficiency. Further, the project is located adjacent to transit, provides less parking spaces than residential units, and would have a less than significant VMT impact (refer to Section 4.17), and therefore would promote alternative modes of transit that do not consume gasoline. Therefore, the

[49] The project would consume 952,592 kWh, equivalent to 0.96 GWh. Dividing the project's electricity consumption by the county's electricity consumption in 2020 (4,167 GWh) equals 0.0003 percent.
[50] Dividing the project's annual gasoline consumption (77,459 gallons) by statewide gasoline consumption (15.4 billion gallons) equals 0.0005 percent.

project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.7 GEOLOGY AND SOILS

The following discussion is based, in part, on an Geotechnical Investigation prepared by Rockridge Geotechnical. A copy of the report, dated November 2015, is attached to this Addendum as Appendix C.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

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

Seismic Hazards Mapping Act

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

California Building Standards Code

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

California Division of Occupational Safety and Health Regulations

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

Public Resources Code Section 5097.5

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

Local

City of San Mateo 2030 General Plan

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

Policy	Description
S 1.1	Require a site specific geotechnical engineering studies, subject to the review and approval of the City Engineer and Building Official, for development proposed on sites identified in Figure S-1 of the City's General Plan as having a moderate or high potential for ground failure. Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, or contribute to, the hazardous condition on the site or on adjacent properties.
S 1.3	Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15 percent or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.
C/OS 3.2	Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.

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 and 5,000 cubic feet in volume; grading exceeds a volume of 550 cubic yards; removal of major vegetation (trees over 6 inches in diameter) is proposed; and construction is proposed on a slope of 15 percent or greater, and/or within slope setbacks as defined in Municipal Code Section 23.40.030. The intent of the ordinance is to protect public and private lands from erosion and earth movement, minimize the risk of injury to persons and damage to property, and ensure that each development relates to adjacent lands to minimize physical problems.

4.7.1.2 *Existing Conditions*

Regional Geology

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

Local Geology

The Rail Corridor Plan area is underlain by artificial fill of historic age, alluvial fan and fluvial deposits of Holocene age, and minor basin deposits of Holocene and Pleistocene age. The alluvial fan and fluvial deposits are associated with the drainages from the hillsides. The only mapped bedrock units within the area consist of Franciscan chert and graywacke of Cretaceous-Jurassic age immediately south of Hillsdale Avenue and Laurel Creek, near the intersection with El Camino Real. The hills immediately to the southwest and south are underlain mostly by bedrock of the Franciscan assemblage, including sandstone, graywacke, and greenstone.

A significant portion of the Rail Corridor Plan area (including the project site) is located on artificial fill that was placed since the late 1800s over the marshes of San Francisco Bay to create new land, and consists of heterogeneous mixtures of loose to very well consolidated gravel, sand, silt, clay, rock fragments, organic matter, and man-made debris.

On-Site Geological Conditions

Topography

The project site and immediate vicinity is generally flat, with an elevation of approximately 10 feet above mean sea level (AMSL). No significant slopes or knolls, hills or mountains are located in the surrounding area.[51]

Seismicity and Seismic Hazards

The project site is located within the seismically active San Francisco Bay Area region. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher. Major active faults in the area include the San Andreas fault (approximately 3.1 miles to the west); the Monte Vista-Shannon (approximately 8.7 miles to the southeast), and the San Gregorio (approximately 10.5 miles to the west).

[51] Google. "Google Earth Application". Accessed April 11, 2022. https://earth.google.com/web/

According to the CGS, the project site is not within an Alquist-Priolo Earthquake Fault Zone or a Landslide Hazard Zone, but is within a Liquefaction Hazard Zone.[52] Additionally, the site-specific Geotechnical Investigation (refer to Appendix C) found expansive soils (pursuant to the CBC) to be present on-site. No other seismic hazards were identified in the Geotechnical Investigation.

Soils

Subsurface borings completed by Rockridge Geotechnical determined that the site is underlain by approximately three to four feet of undocumented fill generally consisting of medium dense to dense sand with varying clay and gravel content. The fill is underlain by medium stiff to very stiff clay with thin, interbedded layers of medium dense to dense sand and gravel with varying fines content to the maximum depth explored (approximately 61 feet below ground surface (bgs)). The clay deposits generally grade to very stiff to hard below a depth of approximately 30 to 35 feet bgs across the site. As noted above, the Geotechnical Investigation found expansive soils present on-site.

Groundwater

Based on subsurface borings and tests conducted in the surrounding area, groundwater levels on-site range between 3.5 and eight feet bgs, with seasonal fluctuation.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments from in geologic strata. There are no known paleontological resources or fossil recovery sites in the City of San Mateo. As noted under Local Geology, the project site is underlain by three to four feet of artificial fill, which is unlikely to contain paleontological resources.

4.7.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) 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)?	☐	☐	☐	☒	☐

[52] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Accessed February 2, 2022. https://maps.conservation.ca.gov/cgs/EQZApp/app/

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
– Strong seismic ground shaking?	☐	☐	☐	☒	☐
– Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐
– Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒	☐
d) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Geology and Soils Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant geology and soils impacts with the incorporation of the following mitigation measures.

- Mitigation Measure Geology-CP1: The City shall require all applicants for projects in the Corridor Plan Area to implement seismic design standards of the current Uniform Building Code in effect at the time of project review.
- Mitigation Measure Geology-CP3: The City shall require all applicants for projects in the Corridor Plan Area to prepare a design-level geotechnical study for each project development before a grading permit is issued. The appropriate mitigation methods and extent of required mitigation would be determined at the time of project approval by the City based on the actual subsurface soils at the project location.

- Mitigation Measure Geology-CP4: As determined appropriate by the City, the City shall require applicants for projects in the Corridor Plan Area to implement standard control measures for erosion prevention during construction, including those stipulated by permit regulations of the Urban Runoff Pollution Prevention Program and National Pollutant Discharge Elimination System as well as a Storm Water Pollution Prevention Plan. Typical erosion control features may include:
    - Protecting disturbed areas through minimization and duration of exposure. For example, by covering disturbed areas with rolled plastic sheeting or other like material;
    - Controlling surface runoff (i.e. sand bags) and maintaining low runoff velocities;
    - Trapping sediment on-site; and
    - Minimizing length and steepness of slopes.
- Mitigation Measure Geology-CP5: For projects in the Corridor Plan Area on sites underlain by soils of Holocene Bay Mud and basin deposits or of Pleistocene alluvial deposits, the City shall require that applicants prepare a design-level geotechnical study for each project development before a grading permit is issued. The study shall specifically address whether expansive soils are present in the development area and include measures to address these soils where they occur. Methods to address expansive soils include regrading areas with appropriate soils and adding special design features to foundations and other underground facilities. Measures included in the report will be implemented as appropriate, based on the specific soil conditions and the type of facility being constructed.
- Mitigation Measure Geology-CP6: The City shall require applicants for projects in the Corridor Plan Area to employ engineering methods to minimize the potential for damage from differential compaction by reworking the existing fills within areas of new construction on sites built upon existing fill. This may include removing the compressible soil and replacing it with engineered fill, ground improvements, stiffer foundation elements (grid footings, mats), or deep foundations. Compressible soil and associated foundation considerations should be addressed during a design level geotechnical study for specific projects.
- Mitigation Measure Geology-CP7: The City shall require applicants for projects in the Corridor Plan Area to conduct a design-level geotechnical study for each project development before a grading permit is issued. The study shall specifically address corrosion potential and include measures to address corrosive soils where damage to underground facilities may occur. Potential methods include placing utilities in sandy fill materials or appropriately treated clayey fill materials. Treatment of clayey soils could include using lime, lime-cement, or other admixtures. If it is impractical to place utilities within less corrosive materials, the utilities would need to be composed of corrosion resistant material or protected with appropriate coatings. Appropriate measures identified in each geotechnical study shall be implemented during project construction.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, making fault rupture at the site unlikely. As documented in Section 4.7.1.2, the nearest fault is the San Andreas, located approximately 3.4 miles to the west of the site, and the proposed project is outside of the fault rupture zone. Therefore, significant impacts associated with fault ruptures are not anticipated to occur. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact)]**

Ground Shaking

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

Construction of the project would be subject to the standard engineering and building practices and techniques specified in the CBC and the recommendations of the site-specific geotechnical investigation (refer to Appendix C) as well as the applicable Building and Fire Codes adopted by the City of San Mateo. Additionally, the Rail Corridor Plan EIR would require the project to implement mitigation measure Geology-CP1, which requires projects to implement the seismic design standards of the current Uniform Building Code in effect at the time of project review. Consistent with the findings of the Rail Corridor Plan EIR, compliance with state and local regulations, the recommendations provided in the geotechnical investigation, and mitigation measure Geology-CP1 would ensure less than significant impacts associated with seismically-induced ground shaking. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.**[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Ground Failure

Liquefaction

Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. This phenomenon is triggered by earthquake or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt layers bedded with a cohesive cap.

As documented in Section 4.7.1.2, the project site is susceptible to liquefaction. Conformance with the 2019 CBC and the City's Site Development Code (as described under Impact GEO-2 and -3) would reduce the risk of liquefaction at the project site. With adherence to the aforementioned regulations and the recommendations provided in the site-specific geotechnical investigation (refer to Appendix C), Rockridge Geotechnical found that the proposed building could tolerate liquefaction-induced settlement during a substantial seismic event. Compliance with the recommendation provided in the geotechnical investigation is mandated both by law and by the mitigation measures identified in the Rail Corridor Plan EIR (specifically, Geology-CP3, -CP5, -CP6, and -CP7). Consistent with the findings of the Rail Corridor Plan EIR, compliance with state and local laws and the recommendations provided in the geotechnical investigation would reduce the effects of seismically-induced liquefaction to a less than significant level. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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. There are no adjacent bodies of water, channels, or excavations that would increase the potential of lateral spread occurrence. Further, in consideration of the relatively flat topography and the absence of any free faces, the geotechnical investigation found that the risk of lateral spreading was low. Consistent with the findings of the Rail Corridor Plan EIR, compliance with state and local laws and the recommendations provided in the geotechnical investigation (as required by mitigation measures Geology-CP3, -CP5, -CP6, and -CP7) would reduce the risk of lateral spreading to a less than significant level. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Landslides

As described in Section 4.7.1.2, the project site is not mapped by CGS within a Landslide Hazard Zone and the topography of the site and surrounding area is relatively flat. The project does not propose any substantial earthwork that could create unstable slopes that would exacerbate landslide risks. Accordingly, the project would not cause any substantial adverse effects associated with

seismically-induced landslides. **[Same Impact as Approved Project (Less than Significant Impact)]**

Impact GEO-2:	The project would not result in substantial soil erosion or the loss of topsoil. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Construction-related ground-disturbing activities (e.g., excavation, grading, trenching) could potentially result in an increased exposure of soil to wind and water erosion. Development on the project site could result in significant amounts of soil erosion if managed improperly. The City of San Mateo's Municipal Code and Site Development Code outlines procedures to be followed to prevent significant soil erosion during construction activities.

Condition of Approval GEO-2.1: In accordance with the General Plan and the City's Municipal Code, Site Development Code 23.40.040, the project would be required to implement the following conditions of approval.

- For construction activities that will disturb one (1) acre or more, the project applicant shall obtain coverage under the General Construction Activity Storm Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB) for stormwater discharges associated with construction activity. To obtain coverage, the project applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board to obtain coverage under the State General Construction Activity NPDES Permit. Proof of permit must be provided to the Public Works Department along with a Storm Water Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP designer prior to issuance of the STOPPP Construction permit (see following condition).
- The applicant shall obtain a Stormwater Pollution Prevention (STOPPP) Construction permit, paying the required fees and posting the required cash deposit, for all work associated with the stormwater pollution prevention program in accordance with San Mateo Municipal Code Chapter 7.39.170. The fee amount will be based upon the City Council resolution in effect at the time the building permit application is made.

In addition to the above condition of approval, the Rail Corridor Plan EIR would require the project to implement mitigation measure Geology-CP4, which would require the project to implement standard erosion control measures, such as covering disturbed areas with rolled plastic sheeting or a similar material and minimizing the length and steepness of slopes. Consistent with the findings of the Rail Corridor Plan EIR, compliance with state and local laws and implementation of mitigation measure Geology-CP4 would ensure that the project does not result in substantial soil erosion or loss of topsoil. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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

Condition of Approval GEO-3.1:

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

Condition of Approval GEO-3.2:

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

Compliance with state and local laws, adherence with the required conditions of approval identified above, and recommendations of the geotechnical investigation (as required by law and Rail Corridor Plan EIR mitigation measures Geology-CP3, -CP5, -CP6, and -CP7) would ensure that the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

As documented in Section 4.7.1.2 Existing Conditions, the project site is underlain by expansive soils as defined by the CBC. Consistent with the findings of the General Plan EIR and the Rail Corridor Plan EIR, mandatory adherence with the CBC, the City's Site Development Code (as described under Impact GEO-2 and -3), and the recommendations of the geotechnical investigation (as required by law and Rail Corridor Plan EIR mitigation measures Geology-CP3, -CP5, -CP6, and -CP7) would ensure that the project would not create substantial risks associated with development on expansive soil. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

Impact GEO-5:	The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **[Same Impact as Approved Project (Less than Significant Impact)]**

The project site is located in an urbanized area of San Mateo. The proposed project would be served by existing municipal sewer lines (refer to Section 4.19) and would not require the installation of septic tanks or alternative wastewater disposal systems. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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

As documented in Section 4.7.1.2 Existing Conditions, there are no known paleontological resources or fossil recovery sites in the City of San Mateo. The project site and surrounding area have been extensively developed, and no paleontological resources have been discovered as of yet. Further, the project site is located on three to four feet of artificial fill, which is highly unlikely to contain paleontological resources. Accordingly, sensitive paleontological resources are unlikely to be unearthed during construction-related ground disturbing activities. Additionally, the City of San Mateo requires all projects to implement the following condition of approval in the event that paleontological resources are discovered during project construction.

Condition of Approval GEO-6.1:

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

proposed recommendations, the applicant shall incorporate the recommendations of the paleontologist when continuing construction.

The project would implement the above condition of approval in the event that fossils are unearthed during ground disturbing activities. Upon discovery, work would be halted within a 50-foot buffer around the fossil discovery, the City of San Mateo Planning Division would be contacted, and a qualified paleontologist would be retained by the applicant to evaluate and submit a report on the fossil's significance. Based upon the paleontologist's findings, appropriate actions and measures would be taken to avoid damaging or destroying any paleontological resources encountered. Accordingly, implementation of the above condition of approval would ensure the project would have a less than significant impact to paleontological resources. Therefore, the project would not result in new or greater impacts than what was disclosed in the Rail Corridor Plan EIR.

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

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (BIA v. BAAQMD), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies (specifically, General Plan Policy S1.1, refer to Section 4.7.1.1) that address existing geology and soils conditions affecting a proposed project.

The proposed project is located in the seismically active San Francisco Bay Area in proximity to several active faults. The site is not located within the fault rupture hazard zone of any of these faults, and the project site is not located within an EZRI for landsliding. The project site is underlain by expansive soils susceptible to liquefaction; however, as discussed under Impacts GEO-1, GEO-3, and GEO-4, compliance with state and local laws and the conditions of approval and mitigation measures identified throughout Section 4.7 of this Addendum would ensure that the project addresses all safety concerns and mitigates all risks posed by site development. Accordingly, the project would be in compliance with General Plan Policy S1.1 and the City's Site Development Code.

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth & Rodkin, Inc. (dated March 2022) and a Climate Action Plan Consistency Checklist completed by the applicant (dated March 2022). Copies of these documents are attached to this IS/Addendum as Appendix A and Appendix D, respectively.

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

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

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

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

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

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

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

Senate Bill 375

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

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 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

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.

Plan Bay Area 2050

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) administer Plan Bay Area 2050 which includes the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the San Francisco Bay Area. The California Air Resource Board (CARB) mandated a GHG per capita emissions reduction of 19 percent for 2035 from 2005 emission levels.

Local

City of San Mateo 2030 General Plan

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

Policy	Description
BE-3	Adopt a green building policy for the design and construction of new civic facilities to meet or exceed LEED Silver green building standards and for building removal projects to meet or exceed LEED Certified. For some civic buildings, the GreenPoint Rated program may be applicable; in that case, buildings may be designed and constructed to meet or exceed a GreenPoint Rating of 75 points for new construction and 50 points for remodels in place of a LEED rating.
C/OS 3.2	Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.
LU 8.3	Evaluate the City's GHG Emissions Reduction target, quantify greenhouse gas emissions in accordance with industry protocol, re-evaluate emission reduction measures, monitor the Greenhouse Gas Emissions Reduction Program's progress toward achieving the target GHG emissions reductions on an annual basis and require necessary amendments no less than every five years to respond to the current environmental setting, regulatory structure, and progress towards implementation.
LU 8.5	Promote or join local partnerships and opportunities that offer renewable energy options to the residents and/or help inform them of rebates and options while ensuring that the permit process is quick and inexpensive.
UD 2.14	Require new development and building alterations to conform with the City's Sustainable Initiative Plan and subsequent Council adopted goals, policies, and standards pertaining to sustainable building construction.

City of San Mateo Climate Action Plan

The City adopted an updated community-wide Climate Action Plan (CAP) in April 2020, which updates and consolidated the various City's GHG reduction efforts based on the vision of San Mateo residents, businesses, and local government. The CAP provides the framework for San Mateo to reduce its community-wide GHG emissions in a manner consistent with state reduction targets and goals for 2030 and 2050. The CAP was prepared consistent with the California Environmental

Quality Act (CEQA) Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (CCR 15183.5). This allows the 2020 CAP to support (and possibly streamline) environmental review of GHG emissions related to future development projects within the City. The 2020 CAP is a direct update to the 2015 CAP. The 2020 CAP analyzes San Mateo's progress to date in meeting its GHG reduction targets and contains new information to achieve more significant and longer-term GHG reductions.

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

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

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

4.8.1.3 *Existing Conditions*

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

The existing development, which consists of a 213-space parking lot and a Caltrain vehicle and materials storage area, does not generate GHG emissions. As noted previously, the gasoline

consumed by, and resulting GHG emissions from, commute vehicle trips to/from the Caltrain parking lot are not relevant to the baseline for this residential development.

4.8.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Greenhouse Gas Emissions Conclusion

The Rail Corridor Plan EIR did not address GHG emissions directly, as the requirement to do so was not added to the CEQA Appendix G Checklist until 2010. However, potential impacts related to GHG emissions do not constitute "new information" as defined by CEQA because GHG emissions were known as a potential environmental issue prior to 2005.[53] Since the time the Rail Corridor Plan EIR was adopted in 2005, the City has taken numerous actions towards promoting sustainability in San Mateo, including efforts at reducing GHG emissions. For example, the City adopted a Greenhouse Gas Emissions Reduction Strategy in 2007 and a Climate Action Plan in 2015 that was subsequently updated in 2020 (discussed in greater detail below in Section 4.8.2.1).

As discussed in Section 4.11, the project is consistent with the site's Rail Corridor Plan land use designation, and therefore the project is consistent with the level of development (and associated GHG emissions) that was assumed in the Rail Corridor Plan EIR and the 2030 General Plan EIR.

4.8.2.1 *Thresholds of Significance*

For the purposes of this assessment, the Project is evaluated for compliance with the City's CAP and associated service population threshold of 4.3 $MTCO_{2e}$ per year per service population during operations.

The City's CAP is written to align with the goals of SB 32, and addresses estimate emissions beyond 2020 as informed by the post-2020 GHG reduction targets of SB 32 and EO S-3-05. Specifically, the City set emission reduction goals of 15 percent below 2005 emissions levels by 2020, 4.3 $MTCO_{2e}$

[53] As explained in a series of cases, most recently in *Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal. App. 4th 1301*. Also see, *Citizens of Responsible Equitable Development v. City of San Diego (2011) 196 Cal. App. 4th 515*.

per person by 2030, and 1.2 $MTCO_{2e}$ per person by 2050. Therefore, project compliance with the City's CAP adequately establishes project compliance with statewide GHG reduction goals for the year 2030 associated with SB 32, and with statewide GHG reduction goals for the years beyond 2030.

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

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

Construction

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). GHG emissions from construction-related activities were estimated using CalEEMod. More information on the methodology used to estimate construction-related GHG emissions can be found in Appendix A.

Construction of the proposed project is estimated to generate approximately 611 metric tons of CO_2e. Generation of GHG emissions from construction activities would cease once building construction is completed. As stated in Section 4.8.2.1, neither the City of San Mateo or BAAQMD has an adopted threshold of significance for construction-related GHG emissions. Because construction would be temporary (approximately 14 months) and would not result in a permanent increase in emissions, the project would not result in a significant GHG impact from construction emissions. **[Same Impact as Approved Project (Less than Significant Impact)]**

Operation

GHG emissions associated with operation of the proposed project are primarily attributable to energy expenditures of the building and vehicle transport to and from the project site. GHG emissions generated by operation of the proposed project were estimated using CalEEMod and compared to the City's service population threshold discussed in Section 4.8.2.1. The methodology, data inputs, assumptions, and results are described further in Appendix A. Table 4.8-1 below shows the net annual GHG emissions resulting from operation of the proposed project.

Table 4.8-1: Estimated Operational GHG Emissions	
Source Category	**2030 Project $MTCO_2e$/year**
Area Source	10
Energy	86
Mobile	621
Waste	44
Water	8
Total ($MTCO_2e$/year)	768
Service Population Emissions ($MTCO_2e$/year/service population)[1]	1.57
CAP Service Population Threshold	*4.3 $MTCO_2e$/year/service population*
Exceeds Threshold?	No

Source: Illingworth & Rodkin, Inc. *Hayward Park Train Station Air Quality & Greenhouse Gas Assessment*. March 3, 2022.

Notes:

[1] Assumes a service population of 490 people (189 residential units multiplied by 2.59 average people per household in San Mateo). Post-modeling of project emissions, the project description was revised to include two additional two-bedroom units with a combined square footage of 2,400 square feet. This increase would increase emissions by less than $1/1000^{th}$ of a percent (while also increasing the service population that is used to divide project emissions) and would not result in operational GHG emissions exceeding the City's CAP service population threshold.

As shown in Table 4.8-1, the project's GHG emissions would be 1.57 MTCO2e per year per service population, which would not exceed the City's significance threshold of 4.3 MTCO2e per year per service population. Therefore, operation of the project would not generate significant GHG emissions. **[Same Impact as Approved Project (Less than Significant Impact)]**

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

City of San Mateo Climate Action Plan

As discussed in Section 4.8.1.2 Regulatory Framework, projects are considered to be consistent with the City's CAP if they comply with all of the applicable GHG reduction measures identified in the CAP Consistency Checklist. As documented in Appendix D, the project would comply with all applicable GHG reduction measures, with the exception of RE-2, which requires all new residential projects to provide an on-site energy storage system. Accordingly, since the project would not comply with all applicable GHG reduction measures, GHG emissions generated by the project were calculated and compared to the GHG emissions per service population threshold provided in the City's CAP. Pursuant to the discussion under Impact GHG-1, the project's GHG emissions would not exceed the GHG emissions per service population threshold, and therefore the project would be

consistent with the City's CAP. **[Same Impact as Approved Project (Less than Significant Impact)]**

BAAQMD 2017 Clean Air Plan

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

Mobile Source and Transportation Control Measures

The 2017 CAP's mobile source and transportation control measures are designed to reduce ozone precursor emissions from motor vehicles by reducing vehicle trips and vehicle miles traveled (VMT) in addition to vehicle idling and traffic congestion. As discussed under Impact TRN-2 in Section 4.17, the project would have a less than significant impact due to its location within a High-Quality Transit Area. The project would also improve bicycle and pedestrian facilities adjacent to the project site by connecting an existing bicycle/pedestrian facility with the Hayward Park Caltrain Station, thereby further reducing VMT by improving access to transit via alternative modes of transportation. Further, the project would also result in a net increase in the number of residents in the downtown area (refer to Section 4.14 Population and Housing), thus reducing VMT associated with visitors to nearby employment and commercial uses. Accordingly, the proposed project would not conflict with the goals of the transportation and mobile source control measures of the Clean Air Plan.

Energy and Climate Control Measures

The 2017 CAP's energy and climate control measures are designed to reduce ambient concentrations of emissions of CO2. Implementation of these measures is intended to promote energy conservation and efficiency in buildings throughout the community, promote renewable forms of energy production, reduce the "urban heat island" effect by increasing reflectivity of roofs and parking lots, promote the planting of (low volatile organic compound-emitting) trees to reduce biogenic emissions, lower air temperatures, provide shade, and absorb air pollutants.

The project site is currently developed with a 213-space surface parking lot and a paved lot used for Caltrain vehicle and materials storage. The proposed project would redevelop the project site with a five-story multi-family residential development and surface parking lot. Although the total amount of impervious surface on-site would increase from 82 percent to 86 percent, the proposed landscaping plan would increase the existing amount of tree canopy cover provided, with the majority of trees and landscaping oriented around the proposed surface parking lot. Further, the roof and exterior of the proposed building would include solar-heat-gain-coefficient-resistant screens and high-solar-reflective-index roofing materials. Accordingly, the project would reduce the urban heat island effect in comparison with existing conditions. In addition, the project would provide 29 EV-capable parking spaces as required by City Municipal Code Section 23.70.040. Furthermore, the proposed building would be constructed in accordance with Title 24, which requires electricity used by the development to come from 100 percent renewable sources, thereby eliminating operational CO_{2e} emissions associated with project operation. As such, the project would be consistent with the goals of the 2017 CAP's energy and climate control measures.

For the reasons outlined above, the project would be consistent with the GHG-related control measures included in the 2017 CAP, and therefore would be consistent with the 2017 CAP. **[Same Impact as Approved Project (Less than Significant Impact)]**

Plan Bay Area 2050

According to ABAG, the region is on track to exceed the CARB-mandated 19 percent GHG reduction target by implementing Plan Bay Area 2050. A core strategy of Plan Bay Area is "focused growth" in existing communities nearby to existing transportation resources. Plan Bay Area 2050's Growth Geographies identify a mix of locally identified Priority Development Areas, areas near high quality transit and areas of high opportunity as communities poised to accommodate additional growth. The project site is located within the "Rail Corridor Priority Development Area" identified in Plan Bay Area 2050.[54] The project would increase density in an existing urban environment with high access to services, jobs, and transportation, which would reduce emissions associated with transportation. Accordingly, the project is consistent with Plan Bay Area 2050 and would not obstruct achievement of the plan's GHG reduction targets. **[Same Impact as Approved Project (Less than Significant Impact)]**

[54] Metropolitan Transportation Commission. "Priority Development Areas (Plan Bay Area 2050)". Accessed April 13, 2022. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on an Phase I Environmental Site Assessment (ESA) prepared by West Environmental Services & Technology, Inc. (dated December 2020), a Subsurface Investigation Summary Report prepared by ERM-West, Inc. (dated April 2021) and a Remedial Action Plan prepared by West Environmental Services & Technology, Inc. (dated May 2022). Copies of these reports are attached to this IS/Addendum as Appendices E, F, and G, respectively.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

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

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

Federal and State

Federal Aviation Regulations Part 77

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

Resource Conservation and Recovery Act

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

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[55]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[56]

Toxic Substances Control Act

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

California Accidental Release Prevention Program

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

Local

City of San Mateo 2030 General Plan

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

Policy	Description
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element

[55] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed December 8, 2021. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[56] California Environmental Protection Agency. "Cortese List Data Resources." Accessed December 8, 2021. https://calepa.ca.gov/sitecleanup/corteselist/.

Policy	Description
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.

San Mateo Municipal Code Chapter 23.28 Fire Code

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

City of San Mateo Emergency Operations Plan

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

4.9.1.2 *Existing Conditions*

Site History

Prior to 1900, the project site was undeveloped marshland. In the early 20th century, the project site was filled in using artificial fill and developed with salt production facilities and evaporation ponds that were operated by the Leslie Salt Refining Company and the C.E. Whitney Chemical Company until 1950. These facilities included a salt storage warehouse, boiler house, salt dissolving tanks, lime storage shed, tractor storage house, aboveground brine storage tanks, and belowground oil storage tanks.

Between 1950 and 1973, the project site was used for asphalt mixing operations by the L.C. Smith Asphalt Company, which featured a hot asphalt mixing plant, oil tanks, boiler house, tool and welding sheds, equipment repair facilities, scale house, and storage yards. Chemicals potentially used, stored, and disposed of as part of asphalt mixing operations may have included fuel oils, asphaltic cement, and solvents.

The project site was owned and operated by the Southern Pacific Railroad between 1973 and 1992, when the site was purchased by the PCJCB. Since 1992, the site has been used for parking and vehicle/materials storage related to operation of the adjacent Hayward Park Station Caltrain station by the PCJCB.

On-Site Sources of Contamination

In April 2018, following the discovery of groundwater contaminated with petroleum hydrocarbons during construction at the adjacent Station Park Green development that appeared to extend into the project site, the SMCEHS opened an environmental oversight case concerning the project site in accordance with California Health and Safety Code Sections 101480 and 25260, and listed the site as a Cleanup Program Site. As required by the SMCEHS, subsurface testing of the project site to determine the horizontal and vertical extent of subsurface contamination was completed by West Environmental Services & Technology, Inc. between December 2019 and January 2020. Additional testing of subsurface soil, soil gas, and groundwater at the project site was completed by ERM-West, Inc, in February 2021. Subsequently, West Environmental Services & Technology, Inc. completed soil, soil gas, and groundwater sampling in February 2022.

Subsurface tests identified soil contaminated with petroleum hydrocarbons, 1,2-dichloroethane (1,2-DCA), 1,2-dibromoethane (1,2-DBA), naphthalene, anthracene, benzo(a)anthracene, chrysene, fluorene, 2-methyl naphthalene, chlordane, dieldrin, cobalt, and lead; groundwater contaminated with petroleum hydrocarbons; and soil gas with detections of trichloroethene (TCE), chloroethene (CE), 1,2-DCA, benzene, ethyl benzene and naphthalene in excess of conservative Tier 1 environmental screening levels (ESLs).[57] The presence of these chemicals in subsurface soil, soil vapor, and groundwater appears to be associated with past use of the site, and the off-site sources of contamination discussed below.

Off-Site Sources of Contamination

There are several known off-site sources of contamination that constitute a potential Recognized Environmental Condition (REC) for the project site due to the potential for contamination at these sites to migrate to the project site.[58] These are discussed in detail below.

Station Park Green

As previously noted, groundwater contaminated with petroleum hydrocarbons was discovered during construction of the Station Park Green development (associated addresses include 1700, 1750, and 1790 South Delaware Street), which is located adjacent and downgradient to the eastern border of the project site. On September 30, 2016, the SMCEHS issued a letter stating that remedial actions

[57] The Environmental Screening Levels (ESLs) provide conservative screening levels for over 100 chemicals found at sites with contaminated soil and groundwater. They are intended to help expedite the identification and evaluation of potential environmental concerns at contaminated sites. ESLs address a range of media (soil, groundwater, soil gas, and indoor air) and a range of concerns (e.g., impacts to drinking water, vapor intrusion, and impacts to aquatic habitat). Exceeding an ESL does not necessarily indicate a condition that requires remediation, but assists in identifying areas for further characterization and/or evaluation.

[58] An REC is defined as the presence of likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

performed at the Station Park Green property had adequately addressed contamination and closed the environmental cases associated with the property. Accordingly, the historic contamination of the Station Park Green development is considered to be a Historic REC (HREC).[59]

1701 Leslie Street

Groundwater samples collected at 1701 Leslie Street, which is located 0.125 miles west and upgradient of the project site, have detected petroleum hydrocarbons. The hydraulically upgradient location of 1701 Leslie Street and the known presence of petroleum hydrocarbons and VOCs with the potential to migrate to the project site represents an REC in connection with the project site.

1731 Leslie Street

Groundwater samples collected at 1731 Leslie Street, which is located 0.125 miles west and upgradient of the project site, have detected petroleum hydrocarbons. The hydraulically upgradient location of 1731 Leslie Street and the known presence of petroleum hydrocarbons with the potential to migrate to the project site represents an REC in connection with the project site.

1740 Leslie Street

Between the 1950s and 1970s, the United Parcel Service (UPS) company conducted delivery truck distribution and service operations at 1740 Leslie Street, which is located approximately 0.1-miles west and upgradient of the project site. Two gasoline USTs (2,000-gallon and 7,500-gallon) and one waste oil UST (2,000-gallon) were used for vehicle fueling and vehicle service waste storage. In November 1992, the three USTs were removed and observations during the UST removals indicated potential releases associated with the 2,000-gallon waste oil UST. A water sample collected from the waste oil UST excavation contained petroleum hydrocarbons, benzene, toluene, ethyl benzene, and xylenes. In 1998 and 1999, groundwater samples collected near and beneath the former UST excavation contained petroleum hydrocarbons, benzene, ethyl benzene, methyl tertiary-butyl ether (MBTE), kerosene, and Stoddard Solvent. In April 1999, based on the results of groundwater sampling, additional soil and 4,000 gallons of water were removed. Laboratory analysis of groundwater revealed petroleum hydrocarbon and benzene contamination. Following subsequent excavation and subsequent backfilling, a groundwater sample collected contained petroleum hydrocarbons and MBTE below regulatory levels. In July 1999, the SMCEH granted case closure of the releases at 1740 Leslie Street. Accordingly, the historic contamination of 1740 Leslie Street is considered to be an HREC.

1741 Leslie Street

Between 1940 and 1989, the Vail Burner and Oil Company operated a bulk oil and distribution facility at 1741 Leslie Street, which is located approximately 300 feet southwest and upgradient of the project site. Bulk petroleum hydrocarbons including kerosene, diesel, and motor oil were stored in aboveground storage tanks (ASTs) and heating oil and gasoline were stored in smaller underground storage tanks (USTs). The ASTs were removed from the site prior to 1989; the USTs

[59] An HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

were removed in the 1990s. Based on the results of the tank removal sampling, the SMCEHS required characterization of the occurrence of petroleum hydrocarbons at the site. Excavation of impacted soil was completed in 1999 and 2009. Following approximately five years of monitoring and post-excavation characterization to address potential data gaps, the site was granted closure by SMCEHS using the Low Threat UST Closure Policy for hydrocarbons. Accordingly, the historic contamination of 1741 Leslie Street is considered to be an HREC.

1753 Leslie Street

Since the 1950s, automotive repair uses have occupied 1753 Leslie Street, which is located approximately 0.1-miles west and upgradient of the project site. Hazardous materials stored and used have included but not limited to: compressed gases; motor oil; caustics; and solvents. Hazardous wastes have included spent solvents, waste antifreeze and waste oil stored in drums. In 1992, a permit was issued for removal of an approximately 550-gallon UST, which was subsequently removed in January 1993. Observations of the UST excavation indicated that the UST had leaked and post-excavation soil samples revealed total volatile hydrocarbons contaminated soils that were subsequently excavated. In March 1993, one groundwater monitoring well was installed. Laboratory analysis of groundwater samples collected from the monitoring well revealed gasoline, benzene, and ethyl benzene contamination. Between June 1993 and March 1994, additional groundwater samples were collected from the monitoring well. Laboratory analysis of the groundwater sample collected in March 1994 did not detect gasoline, benzene, toluene ethyl benzene or xylenes above the laboratory-reporting limits. In December 1994, the SMCEHS granted case closure for the leaking UST. Accordingly, the historic contamination of 1753 Leslie Street is considered to be an HREC.

Airports

The project site is located approximately 4.6 miles southeast of the San Francisco International Airport and 4.15 miles northwest of the San Carlos Airport. It is located beyond the outer boundary of their respective safety compatibility zones and CNEL noise contours, as delineated in their respective Comprehensive Airport Land Use Plan (CLUP).[60,61]

Wildfires

Wildland fire hazards exist in portions of the western hills in City of San Mateo limits according to Very High Fire Hazard Severity Zones (VHFHSZ) mapping by the California Department of Forestry and Fire Protection. 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.

The project site is within the urbanized Rail Corridor Plan area and is not located in a very high fire hazard severity zone.[62]

[60] 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.
[61] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. October 2015.
[62] California Department of Forestry and Fire Protection. *San Mateo Very High Fire Hazard Severity Zones in Local Responsibility Areas*. November 24, 2008.

4.9.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Hazards and Hazardous Materials Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant impacts from hazards and hazardous materials with the implementation of the following mitigation measures.

- Mitigation Measure Hazards-CP1: The City shall require of applicants for projects within the Corridor Plan Area to implement the following specific actions:
    - Hazards-CP1a: Prior to the onset of construction, any remaining hazardous materials that are found, including fuels, pesticides, fertilizers, and herbicides, shall be transported from the site by an appropriately licensed hauler and disposed off-site at a licensed facility in accordance with applicable regulatory agency guidelines.
    - Hazards-CP1b: Where determined appropriate by the City, particularly for sites with facilities that used to or currently use substantial quantities of hazardous materials, a project applicant shall be required to perform a Phase I Environmental Assessment and follow its recommendations for additional assessments of contamination (e.g., sampling, risk assessments) prior to approval of the project.
    - Hazards-CP1c: For projects involving demolition of buildings constructed prior to 1978 and determined to have the potential for lead paint, the City shall require project applicants to follow the requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1 during demolition activities; these requirements shall include employing training, employee air monitoring, and dust control. If the lead based paint is peeling, flaking or blistered, it should be removed prior to demolition. It is assumed that such paint would become separated from the building components during demolition activities, thus, it must be managed and disposed as a separate waste stream. Any debris or soil containing lead paint or coating must be disposed at landfills that are permitted to accept the waste being disposed.
    - Hazards-CP1d: Prior to site redevelopment, if soil staining is observed during future removal of transformers or other demolition activities, appropriate sampling should be performed and health hazards assessed. Once removed from the site, the transformers shall be disposed of in accordance with the provisions of Mitigation Measure Hazards-CP1a, above.
- Mitigation Measure Hazards-CP2: Where determined appropriate by the City, particularly for sites with facilities that used to or currently use substantial quantities of hazardous materials, a project applicant shall be required to perform a Phase I Environmental Assessment and follow its recommendations for additional assessments of contamination (e.g., sampling, risk assessments) prior to approval of the project.
- Mitigation Measure Hazards-CP3: If demolition, renovation, or re-roofing of buildings constructed prior to 1985 is under consideration, the City shall require applicants for projects within the Corridor Plan Area that an asbestos survey in compliance with the NESHAP guidelines and the removal of all potentially friable ACMs prior to building demolition or renovation that may disturb the ACM.
- Mitigation Measures Hazards-CP4: The City shall require applicants for projects within the Corridor Plan Area to provide for the safe storage, containment, and disposal of chemicals and hazardous materials in accordance with applicable State and federal regulations and requirements and the San Mateo County Hazardous Waste Management Plan.

Impact HAZ-1:	The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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

Small quantities of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be stored and used in operation of the proposed project. No other hazardous materials would be used or stored on-site. As required by Rail Corridor Plan mitigation measure Hazards-CP4, these materials would be managed in accordance with existing laws and regulations that ensure that the routine transport, storage, use, and disposal of these materials would not result in a significant hazard to the public or environment. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

As discussed under Section 4.9.1.2, subsurface testing of the site detected soil containing petroleum hydrocarbons, 1,2-DCA, 1,2-DBA, naphthalene, anthracene, benzo(a)anthracene, chrysene, fluorene, 2-methyl naphthalene, chlordane, dieldrin, cobalt, and lead; groundwater containing petroleum hydrocarbons; and soil vapor containing TCE, CE, 1,2-DCA, benzene, ethyl benzene and naphthalene in excess of Tier 1 environmental screening levels (ESLs). The SMCEHS has determined that subsurface soils on-site are contaminated with petroleum hydrocarbons, anthracene and chrysene above site-specific cleanup goals, subsurface gases are contaminated with TCE, CE and 1,2-DCA above their respective site cleanup goals and subsurface groundwater is contaminated with PCE, CE, 1,2-DCA and benzene above their respective site cleanup goals.

As disclosed in the Rail Corridor Plan EIR, contaminated soil, soil gas, and groundwater encountered and/or disturbed during construction could adversely affect construction workers and nearby sensitive receptors, if appropriate control measures are not implemented. Consistent with Rail Corridor Plan Mitigation Measure Hazards-CP2, the project would be required to follow the recommendations of the site-specific environmental assessments prepared in connection with the proposed project (refer to Appendices E, F, and G). The project would be subject to the following conditions of approval, which incorporate the recommendations of the Remedial Action Plan (refer to Appendix G).

Conditions of Approval:

A Health and Safety Plan (HASP) shall be developed to establish appropriate management practices for handling and monitoring of impacted soil, soil vapor and groundwater that potentially may be encountered during construction activities. The HASP shall comply with the requirements of the Occupational Health and Safety Administration (OSHA) 29 Code of Federal Regulations (CFR) 1910.120 guidelines and Title 8 California Code of Regulations Section 5192, and include the following elements:

- Prior to the issuance of excavation or grading permits (whichever occurs first) the HASP shall be submitted to the SMCEHS for review. Once approved, proof of approval of the HASP shall be provided by the applicant to the Director of Community Development or the Director's designee prior to issuance of the aforementioned permits.
- The HASP shall be provided to construction workers and visitors to apprise them of the site's conditions and provide instructions for implementing proper safety training and procedures during development activities.
- As phases of work proceed, the HASP shall be updated to reflect site organizational structure; names of key personnel; personnel training requirements; medical surveillance program; summary of risk assessment; a task-specific hazard analysis; site control program; personal protective equipment use; air monitoring plan; decontamination procedures; emergency response plan; spill containment; site sanitation facilities; and standard operating procedures. The contractor conducting the development activities shall also use their Injury and Illness Prevention Program (IIPP) in conjunction with the HASP.
- Storm water pollution control procedures shall be implemented to comply with the requirements of the State Water Resources Control Board (SWRCB) Water Quality Order 2009-0009-DWQ and the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities ("the General Permit"). Water pollution control measures to be implemented include, where necessary: 1) berming the site to contain runoff; 2) installation of silt fence to remove sediments prior to discharge; and 3) installation of hay bales at appropriate locations to contain storm water runoff and to enhance settling of solids. Details of the contractor's storm water management requirements, which include Best Management Practices for control of storm water run-on and runoff at the site, shall be presented in the Storm Water Pollution Prevention Plan for the site. Excavation areas shall be controlled by the contractor to prevent unauthorized entry. Fencing and other barricades shall be maintained by the contractor. In addition, the construction entrance shall be closed and locked during non-working hours to prevent entrance by unauthorized personnel.
- To facilitate remedial excavations, groundwater-monitoring wells within the planned excavation areas shall be destroyed in accordance with San Mateo County requirements.
- Handling, storage, and disposal of soils on-site shall be completed in accordance with the following provisions:
    - Prior to soil removal and pursuant to the requirements of AB 939 requirements, the asphalt concrete pavement shall be removed for recycling. The excavation shall be advanced vertically and horizontally within the excavation boundaries. The limits of the excavation shall be determined based on the post-excavation soil sampling demonstrating that cleanup goals have been achieved. Approximately 4,000 cubic

yards of soil containing chemicals in soil above their cleanup goals shall be removed between approximately two feet and 12 feet below ground surface.

- Excavated soil shall either be direct loaded for direct transport to the disposal facility or stockpiled for characterization and disposition. The soil transport vehicles shall be equipped with plastic sheeting and shall be loaded using either a front-end loader or excavator. Trucks transporting soil shall not be loaded above the side or rear of the truck bed. The truckload shall be covered with a tarp to prevent particulate emissions to the atmosphere. The tarps shall be secured per applicable Department of Transportation requirements. Prior to departure, the contractor shall check and, as needed, remove loose soil via dry brushing.
- Stockpiled soil shall be placed on paved surfaces or a minimum of 40-mil plastic. Individual stockpiles shall not exceed 250 cubic yards and shall be less than 20-feet high. The stockpiles shall be in place for no longer than 90 days. The stockpile shall be covered with either 6-mil reinforced plastic or 10-mil unreinforced plastic sheeting to control dust. The stockpile covers shall be anchored with either clean soil or other suitable material. Stockpiled areas shall also be bermed to prevent storm water erosion and/or runoff. Uncovered stockpiles shall be watered pursuant to dust control requirements to minimize airborne particulate emissions. The berms surrounding the stockpiled area shall be inspected and maintained when the stockpiles are uncovered and water is applied for dust control. Any portions of the stockpile not being actively worked on during a given day shall remain covered with plastic sheeting. Stockpiles shall be inspected daily for proper cover.
- If soil is stockpiled prior to being removed from the site, samples will be collected from the stockpiled soil for characterization. The frequency of sampling shall be conducted in accordance with the waste management facility for soil requiring off-Site disposal. In addition, sampling of stockpiled soil for volatile organic chemical (VOC) analysis shall follow BAAQMD Rule 8 Regulation 40 requirements, American Society for Testing and Materials (ASTM) D 4547, Standard Guide for Sampling Waste and Solids for Volatile Organics (ASTM, 2015).
- Stockpiled soil samples shall be collected from at least three to six-inches below the surface of the stockpile by hand pushing brass-lined tubes into each portion of the stockpile. The ends of the brass-lined tubes shall be covered with Teflon© sheets and plastic end caps, labeled, sealed in a plastic bag and placed in a chilled ice chest. Following appropriate sample collection protocols, the soil samples shall be transported to a SWRCB Environmental Laboratory Accreditation Program (ELAP) certified laboratory for chemical analysis, following ASTM D 4840 chain-of-custody protocols. The stockpiled samples shall be analyzed for the constituents required by the waste management facility for soil requiring off-Site disposal.
- The final destination of excavated soil shall be selected by the owner based on the waste analytical results and acceptance criteria provided by the waste management facilities. The soil samples results shall be evaluated using the procedures outlined in Test Methods for Evaluating Solid Waste, Physical/Chemical Methods (SW-846; USEPA, 2007). USEPA's SW-846 identifies that the statistically representative concentration shall be used when characterizing solid wastes with potentially variable concentrations, i.e., the 90 percent upper confidence level (UCL) concentration. The number of samples and suite of analytes shall be determined based on the nature and source of the contamination and waste facility requirements.

- Post-excavation discrete samples shall be collected and analyzed following the removal of the soil to characterize the remaining conditions. The analytical results of the post-excavation discrete soil samples shall be compared to the cleanup goals identified in the Remedial Action Plan (RAP) prepared for the project and approved by the San Mateo County Environmental Health Services (SMCEHS) department. The discrete soil samples shall be collected from an imaginary grid with cell spacing of approximately 20 feet from the center of the cell, i.e., a minimum of one sample shall be collected for each 400 square feet of soil excavation. Sidewall samples shall be collected at approximately 20 foot spacing along sidewalls deeper than three feet. Additional samples may be collected as requested by the San Mateo County Environmental Health Services department. For excavations shallower than four-feet deep, soil samples shall be collected using tools such as trowels or scoops. The soil samples shall be collected into laboratory-supplied containers, labeled and placed in a cooler with ice. For excavation greater than four feet deep, soil samples shall be collected using hydraulic excavating equipment. The soil samples shall be collected by hand pushing a pre-cleaned six-inch long, 1.5-inch diameter stainless steel sample liners into soil contained within the excavating equipment bucket. The ends of the sample liners shall then be covered with Teflon sheets and plastic end caps. The sample liner shall then labeled, placed in a chilled cooler with ice. The soil samples shall be transported to a SWRCB ELAP certified laboratory, following the chain-of-custody procedures outlined in ASTM D 4840.
- Following the completion of the soil removal and post-excavation sampling activities, the excavations shall be backfilled with imported and on-site material, compacted and graded to restore the ground surface. Import material for backfilling shall be characterized prior to placement on the site. Soil used for backfilling shall be characterized to confirm that it does not contain chemicals above remedial goals. The frequency of sampling and suite of analytes for imported soil shall be collected in general following the DTSC Information Advisory – Clean Imported Fill Material (DTSC, 2001). The analytical results of the import soil samples shall be compared to site cleanup criteria to evaluate whether the material is suitable for import. Excavations deeper than three feet deep shall be backfilled with controlled density fill or cement treated soil to within three feet of finished grade.
- Prior to implementation, permits shall be obtained for all work completed under the HASP and RAP, including but not limited to, a grading permit from the City of San Mateo and the Bay Area Air Quality Management District (BAAQMD) Regulation 8, Rule 40 notification prior to excavating soil with petroleum hydrocarbons. In addition, adjacent residents and businesses shall be notified of the scheduled work dates at least one week prior to commencing on-site activities.

Consistent with the findings of the Remedial Action Plan, implementation of the above conditions of approval would ensure that contaminated soil, groundwater, and soil vapor encountered and/or disturbed during project construction does not result in adverse effects to construction workers and nearby sensitive receptors. Implementation of the above conditions of approval by the project as required by this Addendum would satisfy Rail Corridor Plan EIR Mitigation Measure Hazards-CP2, which requires projects within the Rail Corridor Plan area to follow the recommendations provided by environmental assessments of the site. Accordingly, consistent with the findings of the Rail Corridor Plan EIR (and the Remedial Action Plan), the project with implementation of the above conditions of approval would not create a greater hazard to the public or the environment through

reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment than what was disclosed in the Rail Corridor Plan EIR.

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 Impact than Approved Project (No Impact)]**

There are no existing schools within one quarter mile of the project site. The nearest school to the project site is the Fiesta Gardens International School, located approximately 0.5-miles east of the project site. As such, the project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

As documented in Section 4.9.1.2, the project site is listed as a Cleanup Program Site. As discussed under Impact HAZ-2, with implementation of the conditions of approval identified in Impact HAZ-2, the contaminated soil on-site would not pose a substantial hazard to construction workers or nearby sensitive receptors. In accordance with the requirements of Government Code Section 65962.5 and the conditions of approval outlined under Impact HAZ-2, the proposed development and HASP would require review and approval by the SMCEHS prior to construction. For these reasons, the project would not create a greater hazard to the public or environment than what was disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

The project site is located approximately 4.6 miles southeast of the San Francisco International Airport and 4.15 miles northwest of the San Carlos Airport. It is located beyond the outer boundary of their respective safety compatibility zones and CNEL noise contours, as delineated in their respective Comprehensive Airport Land Use Plan (CLUP).[63,64] The proposed building would be 63 feet in height and would not conflict with FAA structural height limitation of 200 feet above ground surface to reduce aviation hazards for San Francisco Airport. Therefore, future development of the site would not result in a safety hazard for people related to airport activities.

[63] 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.
[64] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. October 2015.

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

At the time of preparation of the Rail Corridor Plan EIR, Appendix G of the CEQA Guidelines did not address potential impacts associated with interference with adopted emergency response or evacuation plans. Consistent with the expectations at the time of preparation of the Rail Corridor Plan EIR, all development completed under the Rail Corridor Plan EIR (including the proposed project) would be required to comply with California Building and Fire Code requirements and obtain an encroachment permit to implement standard traffic control measures in the event of temporary lane closures in the Public Right-of-Way during construction. Accordingly, potential impacts related to interference with adopted emergency response or evacuation plans do not constitute "new information" as defined by CEQA. Compliance with California Building and Fire Codes and encroachment permit requirements would ensure that the proposed project would not impair or interfere with the implementation of an adopted emergency response plan or emergency evacuation plan.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

At the time of preparation of the Rail Corridor Plan EIR, Appendix G of the CEQA Guidelines did not address potential impacts associated with exposure of people or structures to wildland fires. However, potential impacts related to exposure to wildland fires do not constitute "new information" as defined by CEQA, since the Rail Corridor Plan area was not within a VHFHSZ at the time of preparation of the Rail Corridor Plan EIR or currently within a VHFHSZ. Accordingly, since the project site is not within an area designated as a wildland fire hazard zone and the project would be constructed in compliance with applicable building and fire codes adopted by San Mateo, the project would not expose people or structures, either directly or indirectly, to an increased significant risk of loss, injury, or death involving wildland fires.

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

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies (refer to Section 4.9.1.1) that address existing hazards and hazardous materials conditions affecting a proposed project.

As documented in Section 4.9.1.2, subsurface soil vapor on-site is contaminated with TCE, CE, 1,2-DCA, benzene, ethyl benzene and naphthalene in excess of Tier 1 ESLs. Future residents of the proposed development could be adversely affected by soil vapor intrusion. The following conditions of approval would be required for project implementation to reduce risks to future residents of the site.

Condition of Approval HAZ-4.9.3-1:

A. Non-excavated subsurface VOC sources (i.e., soil vapor) can potentially re-contaminate backfilled material through vapor transport where excavations are adjacent to residual volatile chemical contamination. Therefore, soil gas samples shall be collected following placement of backfill in accordance with DTSC's Supplemental Vapor Intrusion Guidance by a State of California qualified Environmental Professional. The soil gas samples shall be collected from vapor monitoring wells installed within the backfill material to a depth of five feet below ground surface or as adjusted based on the depth of perched groundwater.

B. If the post-backfill soil gas samples reveal the presence of VOCs above applicable remedial goals, then a vapor intrusion mitigation system (VIMS) shall be installed under the supervision of a State of California qualified Environmental Professional to control subsurface migration of vapors. The vapor mitigation system shall be comprised of a dispersion vent layer, vapor barrier, foundation seals, and utility trench vapor dams, installed between the backfill and the floor slab of the at-grade occupied ground floor spaces. The VIMS shall be adaptable for active ventilation, if monitoring results warrant such modification.

C. To document the effectiveness of the vapor barrier, post-construction sampling shall be conducted by a State of California qualified Environmental Professional. The sampling shall be conducted prior to the issuance of building occupancy permits at approximately four weeks after completion of construction, with subsequent testing during the potentially "worst-case" months of January/February and June/July.[65]

D. The results of soil gas sampling, design and installation of the VIMS (if necessary), and post-construction sampling shall be submitted to the Groundwater Protection Program (GPP) for review and approval prior to the issuance of occupancy permits.

Consistent with the findings of the Remedial Action Plan (refer to Appendix G), implementation of the above condition of approval would ensure future residents are not adversely affected by soil vapor intrusion.

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

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

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

Section 303(d) of the Clean Water Act requires the identification of water bodies that do not meet, or are not expected to meet, water quality standards (i.e., impaired water bodies). The affected water body, and associated pollutant or stressor, is then prioritized in the 303(d) List. The Clean Water Act further requires the development of a Total Maximum Daily Load (TMDL) for each listing.

National Flood Insurance Program

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

Statewide Construction General Permit

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

Regional

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[66] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

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

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.[67] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in

[66] MRP Number CAS612008

[67] San Francisco Bay Regional Water Quality Control Board. *Municipal Regional Stormwater Permit, Provision C.12.* November 19, 2015.

demolition building materials to ensure PCBs are not discharged to storm drains during demolition. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.[68]

Construction Dewatering Waste Discharge Requirements

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

San Mateo Countywide Water Pollution Prevention Program

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

Local

City of San Mateo 2030 General Plan

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

Policy	Description
S 2.5	Implement the improvements identified in the City of San Mateo's seven watershed areas to improve and maintain drainage capacity adequate to convey water during a typical storm event. Include consideration of creek maintenance and an education and/or enforcement program to minimize illegal dumping of debris and chemicals.
LU 4.4.5	Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination (NPDES) permit. Prevent water pollution from point and non-point sources. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development. Encourage the use of drought-tolerant and native vegetation in landscaping.

San Mateo Municipal Code

Municipal Code Title 7, Chapter 39, Stormwater Management and Discharge Control, addresses stormwater management and controlling non-stormwater discharge in the City. It includes the

[68] City of San Mateo. "Demolition Requirements". Accessed December 8, 2021. https://www.cityofsanmateo.org/160/Demolition-Requirements.

requirement for construction projects to obtain a Stormwater Pollution Prevention Program Construction Permit from the Director of Public Works.

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City. The City of San Mateo is divided into four 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 project site is within the 16th Avenue Watershed minor drainage basin, which drains into the Marina Lagoon complex. Stormwater is collected in the Marina Lagoon and released into the San Francisco Bay.

The southern portion of the project site is developed with a 213-space surface parking lot that is operated by Caltrain and provides parking for the Hayward Park Caltrain Station, which is adjoined to the site's western border. Small, landscaped areas and a total of 50 trees are interspersed throughout the southern portion of the project site. The northern portion of the project site is a mix of paved and pervious surfaces that is used by Caltrain for vehicle and materials storage. In total, the 2.82-acre portion of the project to be developed is covered by 22,188 square feet of pervious surfaces and 100,687 square feet of impervious surfaces, equivalent to 18 and 82 percent, respectively.

The project site is relatively flat, with a gentle southern slope in the direction of Concar Drive. Stormwater from the site is collected in a system of on-site storm drain facilities (inlets, catch basins, underground pipes) and conveyed to the project's proposed 18-inch City storm drain to the City's existing 18-inch storm drain on Concar Drive.

Surface Water Quality

The nearest waterways in proximity to the project site include the 16th Avenue Channel (located approximate 215 feet north of the site), and Borel Creek (located approximately 410 feet south of the site). Stormflows from the project site would drain into the 16th Avenue Watershed via Concar Drive and subsequently enter the Marina Lagoon, where flows would be pumped into the San Francisco Bay.

The 16th Avenue Channel is not listed on the 303(d) list. Marina Lagoon (Aquatic Park and Lakeshore Park beaches) is currently listed on the 303(d) list of impaired waterways due to coliform bacteria from urban runoff and unknown sources.[69]

Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin, San Mateo Plain Subbasin. The regional topographic gradient is generally north northeast towards the San Francisco

[69] California State Water Quality Control Board. Impaired Water Bodies - 2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report). Accessed April 20, 2022. https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml

Bay, however, the direction in groundwater flow patterns may vary due to subsurface geologic conditions. Shallow groundwater may be encountered within 3.5 to eight feet below ground surface (bgs) in the vicinity of the project site and flows to the east/northeast, but is not a source of drinking water.[70]

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

Flooding

The site is not located within a 100-year flood hazard zone. According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X (Area of Minimal Flood Hazard). The Zone X designation includes lands that are further defined as area with reduced flood risk due to levees that extends to the north and east of the project site, and overlaps with a small portion in the southeast of the project site.[71]

Seiche, Tsunami, and Mudflows

A seiche is defined as a standing wave generated by rapid displacement of water within an enclosed body of water (such as a reservoir, lake, or bay) due to an earthquake that triggers land movement within the water body or land sliding into or beneath the water body. The nearest enclosed body of water to the project site (which is approximately 10 feet AMSL) is the San Francisco Bay located approximately 1.4 miles east of the project site.

A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. Tsunamis affecting the Bay Area can result from off-shore earthquakes within the Bay Area. The project site is approximately 1.4 miles west of the shoreline of the San Francisco Bay Area and is not located in a Tsunami Hazard Area.[72]

A mudflow is a large rapid (up to approximately 50 miles per hour) mass of mud formed by loose earth and water. Hillsides and slopes of unconsolidated material could be at risk to mudflows if these areas become saturated. The project site is not within a Landslide Zone per the EZRI maps prepared by CGS.[73] The nearest area of slope failure potential is an area of moderate potential located approximately 0.9 miles to the southwest.[74]

[70] ERM-West, Inc. *Subsurface Investigation Summary Report, Hayward Park Caltrain Station*. April 14, 2021.
[71] Federal Emergency Management Agency. *Flood Insurance Rate Map*, *Community Panel No. 06081C0166F*. Map. Effective Date: July 16, 2015.
[72] California Department of Conservation. "San Mateo County Tsunami Hazard Area". https://www.conservation.ca.gov/cgs/tsunami/maps/san-mateo. Accessed December 8, 2021.
[73] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed December 8, 2021.https://maps.conservation.ca.gov/cgs/EQZApp/app/.
[74] City of San Mateo. General Plan. Figure S-2 Slope Stability and Liquefaction. June 2009.

4.10.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒	☐
– 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?	☐	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Hydrology and Water Quality Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant impacts to hydrology and water quality with the implementation of the following mitigation measures.

- Mitigation Measure Hydrology-CP2: To reduce potentially significant erosion and siltation, the City shall require applicants for projects within the Corridor Plan Area to implement Best Management Practices during construction and to diligently implement the erosion control measures included in the project's SWPPP, required by the RWQCB. In addition, a Stormwater Pollution Prevention Permit (STOPPP) shall be obtained from the City prior to construction as required by the Stormwater Management and Discharge Control Ordinance (San Mateo Municipal Code 7.39).

  Best Management Practices to reduce erosion and siltation shall include the following measures: limitation of construction access routes and stabilization of access points; stabilization of cleared, excavated areas by providing vegetative buffer strips, providing plastic coverings, and applying ground base on areas to be paved; protection of adjacent properties by installing sediment barriers or filters, or vegetative buffer strips; stabilization and prevention of sediments from surface runoff from discharging into storm drain outlets; and use of sediment controls and filtration to remove sediment from water generated by dewatering.
- Mitigation Measure Hydrology-CP3: To reduce generation of polluted runoff during construction of projects under the Corridor Plan, the City shall require applicants for projects within the Corridor Plan Area to implement Best Management Practices during construction and diligently implement the pollution control measures included in the project's SWPPP, as required under Chapter 7.39 of the City of San Mateo Municipal Code. In addition, a Stormwater Pollution Prevention Permit (STOPPP) shall be obtained from the City prior to construction.

  Implementation of Best Management Practices shall include the following measures to reduce potential construction-related events that could impact water quality: implementation of proper vehicle and equipment cleaning, fueling, and maintenance practices; control and prevention of the discharge of all potential pollutants (i.e., petroleum products, solid wastes, construction chemicals, etc.); and implementation of federal, State, and local policies regarding hazardous materials use, storage, and transport and all hazardous materials mitigation measures, as detailed in Section 4.11, Hazardous Materials. Finally, a contingency plan shall be prepared prior to construction to address construction-related spills and pollutant discharges.

- Mitigation Measure Hydrology-CP4: The City shall require applicants for projects within the Corridor Plan Area to follow all RWQCB regulations and procedures for discharging waste water, including dewatering discharge, as detailed in the SWPPP and STOPPP prepared for the specific project, as required under Chapter 7.39 of the City of San Mateo Municipal Code. In addition, the applicant shall be required to follow all Best Management Practices for subsurface excavation, drilling, and construction included in the SWPPP.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

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

Construction Impacts

Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in adjacent waterways and groundwater. When disturbance to the soil occurs, sediments may be dislodged and discharged into the storm drainage system after surface runoff flows across the site. During construction, excavation and trenching associated with removal of contaminated soil, construction of the building foundation, and installation of utility lines would disturb soil extending down to four feet bgs. The proposed project would disturb approximately 2.82 acres, which is above the one-acre threshold requiring compliance with the Construction General Permit.

The proposed project would be required to comply with the Construction General Permit due to the amount of soil disturbance. A SWPPP would be prepared by a qualified stormwater 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 (refer to Section 4.10.1.1), thereby ensuring it complies with local and regional regulations regarding the reduction of construction-related stormwater pollutants. In addition, the project would be subject to Rail Corridor Plan EIR mitigation measures Hydrology-CP2 and -CP3, which would require the preparation of a SWPPP and the obtainment of a STOPPP permit, as well as the implementation of best management practices for reducing erosion and siltation and the prevention of polluted runoff from entering into the storm drain system or any waterways.

Groundwater underneath the project site ranges between 3.5 to eight feet bgs with an estimated east/northeast flow direction towards the San Francisco Bay.[75] As noted above, excavation and trenching activities would disturb soil down to a depth of four feet bgs. Any dewatering required during construction would be required to comply with the Construction General Permit, the NPDES, and the City of San Mateo's requirements for the discharge of groundwater to the sanitary sewer (San Mateo Municipal Code Section 7.38.150). As required by mitigation measure Hydrology-CP4, the project would be required to comply with RWQCB procedures for disposal and transport of wastewater (including dewatering discharge and contaminated groundwater), in addition to site monitoring requirements.

[75] ERM-West, Inc.. *Subsurface Investigation Summary Report, Hayward Park Caltrain Station*. April 14, 2021.

Consistent with the conclusions of the Rail Corridor Plan EIR, compliance with Hydrology-CP2, -CP3, and CP4 would ensure that construction of the proposed project does not result in new or greater impacts on surface or ground water quality than what was disclosed in the Rail Corridor Plan EIR: **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Post-Construction Impacts

The project proposes to demolish existing paved surfaces and landscaped areas and construct a five-story multi-family development and surface parking lot. The project proposes to redevelop approximately 86 percent of the project site with impervious surfaces (equivalent to 105,817 square feet). This represents a net increase in impervious surfaces in comparison with existing conditions (refer to Section 4.10.1.2). As proposed, the project would replace and create more than 10,000 square feet of impervious surfaces and would therefore be required to incorporate site design measures and implement pollutant source control measures and stormwater treatment controls to reduce pollutant loads and runoff volumes and velocities in post-construction stormwater runoff, in accordance with Provision C.3 of the MRP.

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

In addition to conformance with the Provision C.3 requirements, the project would be subject to the City of San Mateo Storm Water Management and Discharge Control Ordinance (Chapter 7.39, San Mateo Municipal Code), which requires all new development include surface runoff control measures that ensure that new development does not result in a net increase in peak runoff.

Consistent with the conclusions of the Rail Corridor Plan EIR, compliance with Provision C.3 and the City's Storm Water Management and Discharge Control Ordinance would ensure that operation of the proposed project does not result in new or greater impacts on post-construction water quality than what was disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact)]**

[76] A media filter is a stormwater treatment catch basin which utilizes a cartridge-based filtration system designed to capture and retain pollutants such as sediment, trash, vegetation, nutrients, coliform bacteria, oil/grease and dissolved metals entering storm drain inlets.

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 Impact than Approved Project (Less than Significant Impact)]**

The proposed project would not establish new groundwater sources or result in a substantial depletion of aquifers relied upon for local water supplies (Refer to Section 4.19 Utilities and Service Systems) in that local water supplies are reliant on surface water deliveries from SFPUC. A portion of stormwater shall infiltrate the soil column and replenish the groundwater as intended using LID stormwater treatment methods. Accordingly, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge with mitigation incorporated. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

There are no waterways on the site, and the project would not substantially alter the existing drainage pattern of the site by altering the course of a waterway. The project would be required to manage erosion and sedimentation during construction in accordance with the City's Site Development Code and the Construction General Permit. Additionally, as required by Rail Corridor Plan EIR mitigation measure Hydrology-CP2, the project would be required to implement Best Management Practices for reducing erosion and siltation, including limitation of construction access routes and stabilization of access points; stabilization of cleared, excavated areas by providing vegetative buffer strips, providing plastic coverings, and applying ground base on areas to be paved; protection of adjacent properties by installing sediment barriers or filters, or vegetative buffer strips; stabilization and prevention of sediments from surface runoff from discharging into storm drain outlets; and use of sediment controls and filtration to remove sediment from water generated by dewatering. Although the project would increase the impervious surface area on the site, post-construction stormwater runoff from the project's impervious surfaces would be directed towards bioretention areas interspersed throughout the project site for LID treatment. In addition to filtering pollutants, the bioretention areas and media filter provide a degree of detention of the stormwater runoff and would result in a reduction of the rate of stormwater runoff entering the City's storm drainage system during the 'design storm' parameters to pre-project levels as required by Provision C.3. The project would therefore not be expected to negatively impact the capacity of the existing public storm drain system. Additionally, 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.

For the reasons stated above and consistent with the findings of the Rail Corridor Plan EIR, the project would 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. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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

As noted in Section 4.10.1.2, the project site is not located within a 100-year floodplain, and therefore there is a less than substantial risk of pollutants being released due to project inundation. Due to the site's location approximately 1.4 miles from the San Francsico Bay, the project site is not subject to seiche or tsunami hazards. Further, as discussed in Section 4.9 Hazards and Hazardous Materials, no hazardous materials besides cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be routinely stored or used by the project, and these would be stored in accordance with existing laws and regulations. For these reasons, the project would not risk release of pollutants due to project inundation, and the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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

This CEQA checklist item was added to the State CEQA Guidelines in 2019 and did not exist in 2005 when the Rail Corridor Plan EIR was adopted. Therefore, this checklist question is not directly addressed in the EIR. However, this checklist item was indirectly evaluated in the Hydrology and Water Quality section of the Rail Corridor Plan EIR. As described therein, the Rail Corridor Plan would not substantially interfere with groundwater recharge or aquifer volumes or storage capacity.

The Rail Corridor Plan area and project site are 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.[77] Additionally, the project site is not designated as a recharge area, and the project would not rely on groundwater for water supply. 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 mitigation measures identified in the Rail Corridor Plan EIR, thereby ensuring construction-period and post-construction water quality impacts do not occur. By adhering to these

[77] California Department of Water Resources. "Basin Prioritization". https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization. Accessed February 4, 2022.

policies and regulations, the proposed project would not prevent the RWQCB from attaining the water quality objectives set forth in the Basin Plan.

4.11 LAND USE AND PLANNING

4.11.1 Regulatory Framework

4.11.1.1 *Environmental Setting*

City of San Mateo 2030 General Plan

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

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

Various policies 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:

Policy	Description
LU 1.1	Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.

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

Policy	Description
PA 5.2	SR 92/Grant Street/Concar Drive/Delaware Street Vicinity. For properties within the focal area: 1. Allow a concentration of large scale retail, office and hotel uses, as delineated on the Building Height and Intensity Maps. 2. Require building setbacks from the street, freeway and adjoining residential neighborhoods to reduce visual impacts, with greater setbacks required for greater heights. 3. Permit densities up to 75 units per acre, and heights greater than 40 feet but up to a maximum of 75 feet for projects in the area designated in the Land Use Plan (LU-3) as Regional/Community Commercial which is bounded by South Grant Street, US 101, SR 92 and the north property line of the Dunfey Hotel, which meet the following criteria and are approved by the City Council: a. The project provides amenities, such as landscaped plazas, and public improvements, substantially in excess of those required by City standards; b. The building has high design quality, which is enhanced by additional building height; c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image; d. Increased building heights are compatible with surrounding land uses, and will not create adverse shadow or visual impacts on surrounding residential uses; and e. The City's infrastructure is adequate to accommodate the proposed development. 4. Provide development incentives for high density residential development adjacent to the railway. 5. Require that any redevelopment of the Marriot Hotel property address major citizen concerns pertaining to traffic, truck loading, trash/recycling activities, noise, appearance, and public safety as part of the site plan and design of a development proposal. 6. Allow transit-oriented development within the Transit-Oriented Development (TOD) area in the vicinity of the Hayward Park station according to the provisions of the San Mateo Rail Corridor Transit Oriented Development Plan.

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.

Rail Corridor Plan

Applicable Rail Corridor Plan policies related to land use include, but are not limited to, the following listed below.

Policy	Description
5.1	Establish a Transit Oriented Development (TOD) zone for parcels located within close proximity of the Hillsdale and Hayward Park Caltrain station areas.
5.9	Provide for multi-family uses to be developed at transit supportive densities within the Hayward Park Station TOD zone.
5.10	Provide for the creation of publicly accessible open space areas within the Hayward Park Station TOD zone.
5.11	Provide for the inclusion of neighborhood and commuter serving retail uses and services, including specialty uses that would enhance neighborhood services, within the Hayward Park Station TOD zone.
5.12	Provide for the inclusion of mixed-use community serving retail uses within the Hayward Park Station transit zone.
5.14	Provide height restrictions that allow multi-family residential and employment centers to be developed at appropriate transit supportive densities within TOD overlay zones.
5.15	Organize height zones to ensure the protection of established neighborhoods and to recognize areas of importance and public activity (taller buildings close to the station; shorter buildings near established single-family neighborhoods).

4.11.1.2 *Existing Conditions*

The project site is a 2.82-acre portion of an approximately 3.18-acre site located at 401 Concar Drive in the Hayward Park district of the City of San Mateo. The southern portion of the project site is developed with a 213-space surface parking lot that is operated by Caltrain and provides parking for the Hayward Park Caltrain Station, which is adjoined to the site's western border. The northern portion of the project site is a mix of paved and pervious surfaces that is used by Caltrain for vehicle and materials storage. As shown in Figure 3.1-3, surrounding land uses include a five-story multi-family residential complex and a five-story office building to the east of the project site across the aforementioned multi-use pathway, one- and two-story buildings occupied by a mix of commercial and residential uses to the west opposite the PCJPB railroad, and a surface parking lot to the north.

The project site has a Transit-Oriented Development General Plan land use designation. Pursuant to General Plan Policy PA 5.2A, this land use designation is intended to allow transit-oriented development in accordance with the provisions of the Rail Corridor Plan. The project site is zoned TOD. The purpose of the TOD zoning district is to implement the Rail Corridor Plan.

The project site has a Rail Corridor Plan land use designation of High-Density Residential/Office, which unconditionally permits multi-family residential development with a maximum density of 50 units per acre and maximum building heights of 55 feet. If a project demonstrates substantial public benefits in accordance with 2030 General Plan Policy LU 1.5 (refer to Section 4.11.1.1), densities up to 75 units per acre and building heights of up to 75 feet may be permitted. Additionally, the

southernmost portion of the project site adjacent to Concar Drive is limited to a floor area ratio (FAR) of 3.0. The project site is also located in the Hayward Park Station TOD Zone. Parcels located within this zone are intended to provide transit-supportive land uses, specifically multi-family housing or major employment centers. Other permitted uses include public open space areas, multi-modal transit facilities and access ways, and commuter parking facilities.

4.11.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Land Use and Planning Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant land use and planning impacts. No mitigation was incorporated into the Rail Corridor Plan EIR.

Impact LU-1: The project would not physically divide an established community. **(Same Impact as Approved Project [Less than Significant Impact])**

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

The proposed project would redevelop the project site by removing the existing parking lot and Caltrain vehicle/materials storage area and constructing a five-story multi-family residential building and surface parking lot. 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 interfere with or modify the movement of residents throughout nearby neighborhoods. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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. **(Same Impact as Approved Project [Less than Significant Impact])**

Land Use Incompatibility

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

Demolition and construction activities under the proposed project could temporarily impact nearby sensitive uses, including residences (refer to Section 4.3 Air Quality, Section 4.9 Hazards and Hazardous Materials, and Section 4.13 Noise). The project would include measures that would reduce potential impacts from these activities to a less than significant level. After construction activities cease, the proposed project would be compatible with the nearby residential and employment-generating uses, and as documented throughout this IS/Addendum, would not result in significant environmental impacts due to operational activities.

If constructed, the proposed multi-family residential uses would be compatible with the surrounding employment-generating and residential uses. As documented immediately below, the proposed uses are allowed under the site's Rail Corridor Plan and General Plan land use designation and zoning district. Therefore, the project would not result in a significant land use impact due to incompatibility with surrounding land uses, and the project would not result in new or greater impacts related to land use incompatibility than what were disclosed in the Rail Corridor Plan EIR. **(Same Impact as Approved Project [Less than Significant Impact])**

Consistency with Plans, Policies, and Regulations

City of San Mateo

Local land use and planning policies and regulations adopted for the purpose of avoiding or mitigating adverse environmental effects are contained in the City's General Plan and the Rail Corridor Plan.

As discussed in Section 4.11.1.2, sites with a Transit-Oriented Development General Plan land use designation are intended to allow transit-oriented development in accordance with the provisions of the Rail Corridor Plan. The project site has a Rail Corridor Plan land use designation of High-Density Residential/Office, which allows for multi-family residential developments with densities up to 75 units per acre and heights up to 75 feet. The project site specifically is permitted to have an FAR of up to 3.0 by the Rail Corridor Plan. The proposed project would construct a 63-foot-tall, 236,410 square foot multi-family residential building with 191 units on a 2.82-acre site (equivalent to a residential density of 68 units per acre and an FAR of 1.93), which would be consistent with what is allowed under the 2030 General Plan and Rail Corridor Plan. Accordingly, since the intent of the TOD zoning district is to implement the Rail Corridor Plan, the project is consistent with the site's zoning district. The project's consistency with General Plan and Rail Corridor Plan policies,

Municipal Code requirements, and other City policies as they pertain to specific environmental impacts associated with a development of the proposed size and use have been evaluated throughout this IS/Addendum and found to be less than significant with mitigation incorporated.

The proposed project would reinforce the goals and policies set forth in the Rail Corridor Plan by redeveloping an underutilized site adjacent to public transit with a multi-family residential development with transit-supportive densities and open space that is consistent with the height restrictions placed on the site by the Rail Corridor Plan.

Regional Plans, Policies, and Regulations

Consistency with regional plans adopted to reduce specific environmental impacts, such as the BAAQMD 2017 CAP and the City of San Mateo 2020 CAP, is discussed in the corresponding sections of this IS/Addendum (e.g., Section 4.3 Air Quality and Section 4.8 Greenhouse Gases, respectively). The project's proposed height (63 feet) is below the FAA structural height limit (200 feet) and would not interfere with aviation travel. Furthermore, the project site is not subject to any adopted habitat conservation plans or natural community conservation plans (refer to Section 4.4). Therefore, the project would not result in environmental impacts due to a conflict with any regional land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

For the reasons outlined above, the project would not result in new or greater impacts related to consistency with plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect than what were disclosed in the Rail Corridor Plan EIR. **(Same Impact as Approved Project [Less than Significant Impact])**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

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

4.12.1.2 *Existing Conditions*

The project site is located in a developed urban area of the City of San Mateo. Mineral resources within San Mateo County are located in the coastal areas, mountains, and baylands. There are no known mineral resources on or in the vicinity of the project site.[78]

4.12.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒	☐

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

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Mineral Resources Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would have no impact on mineral resources; therefore, a detailed analysis of mineral resources was not provided in the EIR.

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. **[Same Impact as Approved Project (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. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (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. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

4.13 NOISE

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

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

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

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[79] 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.

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

4.13.1.2 *Regulatory Framework*

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. 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 Event	Occasional Events	Infrequent Events
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

Source: Federal Transit Administration. *Transit Noise and Vibration Assessment Manual.* September 2018.

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.

California Green Building Standards Code

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

Local

City of San Mateo 2030 General Plan

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

Policy	Description
N 1.1	Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 (Table 4.13-2) that have an exterior noise level of 60 dB (L_{dn}) or above, as shown on Figure N-1. The maximum interior noise level shall not exceed 45 dB (L_{dn}
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 4.13-2 and 4.13-3 below) of the General Plan from adverse impacts caused by noise generated onsite by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (L_{dn}) or greater at the common property line, excluding existing ambient noise levels. "Noise-sensitive" land uses, such as residential neighborhoods, hotels, hospitals, schools, and outdoor recreation areas must be protected from new development that causes discernable increases in noise levels as a result of on-site activities. Noise generators such as machinery or parking lots must be mitigated through physical measures or operational limits.
N 2.3	Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses that generate noise levels of 65 dB (L_{dn}) or above at the property line, excluding existing ambient noise levels. Commercial and industrial areas typically tolerate higher noise levels than residential neighborhoods. However, some control is necessary for new development within non-residential areas so that exceptionally noisy uses are restricted.

Policy	Description
N 2.4	Recognize projected increases in ambient noise levels resulting from traffic increases, as shown on Figure N-2. Promote the installation of noise barriers along highways where "noise-sensitive" land uses listed in Table N-1 are adversely impacted by unacceptable noise levels [60 dB (Ldn) or above]. Require adequate noise mitigation to be incorporated into the widening of SR 92 and US 101. Accept noise increases on El Camino Real at existing development, and require new multi-family development to provide common open space having a maximum exterior noise level of 67 dB (Ldn).

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

Table 4.13-2: Noise Sensitive Land-Use Compatibility Guidelines for Community Noise Environments (L_{dn})[1]

Land Use Category	Normally Acceptable[2]	Conditionally Acceptable[3]	Normally Unacceptable[4]
Single-Family Residential	50 to 59	60 to 70	Greater than 70
Multi-Family Residential	50 to 59	60 to 70	Greater than 70
Hotels, Motels, and Other Lodging Houses	50 to 59	60 to 70	Greater than 70
Long-Term Care Facilities	50 to 59	60 to 70	Greater than 70
Hospitals	50 to 59	60 to 70	Greater than 70
Schools	50 to 59	60 to 70	Greater than 70
Multi-Family Common Open Space Intended for the Use and Enjoyment of Residents	50 to 67	--	Greater than 67
Parks, Playgrounds	50 to 65	--	Greater than 65*

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

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

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

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

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

City of San Mateo Municipal Code

Chapter 30.70 of the San Mateo Municipal Code regulates noise generated by project construction and operation activities. Section 7.30.040 establishes maximum permissible sound levels for different time periods and noise zones. It is unlawful for any person to operate or cause to be operated any source of sound at any location within the City or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured on any other property to exceed:

- The noise level standard for that property as specified in Table 7.30.040 (Table 4.13-3 below) for a cumulative period of more than 30 minutes in any hour;
- The noise level standard plus five dB for a cumulative period of more than 15 minutes in any hour;
- The noise level standard plus 10 dB for a cumulative period of more than five minutes in any hour;
- The noise level standard plus 15 dB for a cumulative period of more than one minute in any hour;
- The noise level standard or the maximum measured ambient level, plus 20 dB for any period of time.

Table 4.13-3: Operational Noise Level Standards[1]

Noise Zone	Time Period	Noise Level, dBA
Zone 2	10 p.m.--7 a.m.	55
	7 a.m.--10 p.m.	60

Notes:

[1] Pursuant to Municipal Code Section 7.30.040

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

Section 7.30.040 notes that for any area where the measured ambient noise level is higher than the standards identified in Table 4.13-3, then the ambient shall be the base noise level standard. In such cases, the noise levels for purposes of operational noise standards shall be increased by five dB above the existing ambient noise level.

Further, 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 7:00 a.m. and 7:00 p.m.
- Saturdays: between 9:00 a.m. and 5:00 p.m.
- Sundays and Holidays: between 12:00 p.m. and 4:00 p.m. or at other such hours as authorized or restricted by the permit, so long as they meet the following conditions:

- No individual piece of equipment shall produce a noise level exceeding 90 dBA at a distance of 25 feet. If the device is housed within a structure on the property, the measurement shall be made outside the structure at a distance as close to 25 feet as possible.
- The noise level outside of any point outside the property plane of the project shall not exceed 90 dBA.

4.13.1.3 *Existing Conditions*

Major sources of noise affecting the Rail Corridor Plan area include vehicular traffic on US-101, SR 92, and local roadways. Other noise sources include noise from train passbys on the Caltrain rail line and aircraft flyovers from San Francisco International Airport and San Carlos Airport. The primary sources of noise and vibration at the project site are railroad trains along the adjacent rail line as well as vehicular traffic along SR 92. The nearest sensitive receptors (i.e., residents) to the project site are located at the Station Park Green development adjacent to the eastern border of the project site; the nearest non-residential land use is the office building located approximately 300 feet southeast of the project site.

To quantify the existing noise environment, four short-term (ST-1, -2, -3, -4) and two long-term (LT-1 and LT-2) noise measurements were conducted between Tuesday, January 11, 2022 and Friday, January 14, 2022. The noise measurement locations are shown on Figure 4.13-1 Based on these noise measurements, ambient noise levels range between 64 to 80 dBA L_{eq} during the daytime (7 a.m. to 10 p.m.), and between 51 to 53 dBA L_{eq} during the nighttime (10 p.m. to 7 a.m.). The average DNL at the project site ranges between 71 to 74 dBA L_{dn}.

To quantify vibration generated by Caltrain passbys, measurements at a distance of 80 feet from the centerline of the railroad were taken using a Roland R-05 solid state recorder and seismic-grade, low noise accelerometers. A total of ten individual Caltrain passbys, including five northbound and five southbound passbys, were observed and recorded. Based on these measurements, vibration levels generated by Caltrain passbys range between approximately 57 to 73 VdB.

NOISE MEASUREMENT LOCATIONS | FIGURE 4.13-1

4.13.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Noise Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant noise impacts with the implementation of the following mitigation measures.

- Mitigation Measure Noise-CP1: The following measures would be required to reduce potential noise impacts to a less than significant level:
    - All diesel equipment shall be operated with closed engine doors and should be equipped with factory-recommended mufflers.
    - Pile-driving activities shall be restricted to between 8:00 a.m. to 5:00 p.m., Monday through Friday, to limit the intrusiveness of pile driving during the morning and evening hours. This measure is suggested only for construction sites that would use pile drivers within 2,000 feet of residential or sensitive land uses.
    - Proposed walls or barriers shall be installed as early as possible to help reduce noise from construction activities.
    - Stationary construction equipment shall be kept beyond 100 feet of existing residences.
    - Noise attenuation techniques will be employed as needed and feasible to reduce noise levels below 100 dBA Leq in commercial/industrial areas and below 80 dBA Leq at exterior locations in residential areas. Such techniques may include the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and affected uses. Noise attenuation techniques will be verified through measurement of noise levels.
    - Whenever feasible, electrical power should be used to run air compressors and similar power tools.

    - Contractors shall use "quiet" models of any conventionally noisy construction equipment such as air compressors, jackhammers and other impact tools, as feasible.
    - Contractors shall designate an employee as the construction noise coordinator and provide an on-site sign that will identify the person and provide a contact number. The coordinator would be responsible for receiving calls from residents or businesses regarding specific construction noise-related complaints. The coordinator would then be responsible for taking appropriate measures to reduce or eliminate noise levels as appropriate. Complaints and the response should be logged and kept on file for review by the City. The construction noise coordinator would act as a liaison between the residents in the vicinity of the construction and the contractor, so perceived noisy activities are addressed as soon as possible.
- Mitigation Measure Noise-CP2: The City shall require noise control measures for any mechanical equipment within the Corridor Plan Area as needed to reduce mechanical equipment noise to DNL of 60 dB at the property line of adjacent or nearby residences, per the City's Noise Element. At a minimum, the following measures shall be implemented:
    - All proposed projects shall be designed so that loading areas face away from the residences to minimize potential noise levels at the nearby residences.
    - All proposed developments, as feasible, shall specify equipment that meets the City's noise standard of 60 dB at the nearest receptor without special enclosures or mufflers.
    - Mechanical equipment shall be located as far away from nearby residential land uses as feasible.
    - As necessary, a separate noise barrier or enclosure shall be constructed around mechanical equipment to block line-of-sight between the equipment and nearby residences.
- Mitigation Measure Noise-CP3: All proposed noise sensitive developments, as defined by the City's General Plan (residential, schools, and medical care facilities, etc.) proposed to be located in areas where exterior noise levels exceed 60 dBA DNL shall have a detailed acoustical report prepared that shows interior noise levels would not exceed 45 dBA DNL in all habitable rooms and that exterior noise levels in habitable areas would not exceed 67 dBA as per the City's Noise Element Policies N 1.1 and N 1.2, respectively. The acoustical analysis shall be prepared as part of the final design. Noise control measures shall be designed according to the type of building construction and specified sound rating for each building element.
- Mitigation Measure Noise-CP6: The City shall require all proposed residential development within 530 feet of the centerline of the Caltrain tracks to have a detailed noise analysis conducted. The results of that analysis shall be used to implement measures that would ensure interior noise levels would be no higher than 45 dBA. No residential development proposal projected to exceed the interior noise level standard of 45dBA shall be approved.

4.13.2.1 *Thresholds of Significance*

The CEQA Guidelines state that a project would normally be considered to have a significant impact if noise levels conflict with adopted environmental standards or plans, or if noise levels generated by the project will substantially increase existing noise levels at noise-sensitive receivers on a permanent or temporary basis. CEQA does not define what noise level increase would be substantial. As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be

based to the extent possible on scientific and factual data. For the purposes of this analysis, the City of San Mateo relies on the following as CEQA thresholds of significance:

- Construction Noise – Pursuant to Municipal Code Section 7.30.060, construction activities that would occur outside the permitted hours of construction (weekdays between 7:00 a.m. and 7:00 p.m., Saturdays between 9:00 a.m. and 5:00 p.m., and Sundays and holidays between 12:00 p.m. and 4:00 p.m.) or would generate noise exceeding 90 dBA at the property line would have a significant construction-related noise impact.
- Operational Noise – Pursuant to General Plan Policy N2.2, a significant operational-related noise impact would occur if a project would result in a permanent noise increase of three dBA L_{dn} or greater. Additionally, operational noise is limited to the levels identified in Table 4.13-3 as adjusted for ambient conditions.
- Construction Vibration: The project would be considered to have a significant construction-related vibration impact if vibration generated during construction exceeds 0.3 in/sec PPV at buildings of normal conventional construction or 0.08 in/sec PPV at historical buildings, which is the level at which vibration could cause cosmetic damage.
- Excessive Noise Level Exposure: The project would have a significant noise impact related to airport operations if construction workers and future residents would be exposed to noise levels in excess of the standards identified in Table 4.13-2.

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

Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

As described in Section 3.2.7, construction hours would be limited to 7:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 5:00 p.m. on Saturdays, and 12:00 p.m. to 4:00 p.m. on Sundays and holidays in accordance with the City Municipal Code (refer to Section 4.13.1.1). Construction phases of the proposed project would include site clearing and demolition, site preparation, grading and excavation, building framing and construction, and paving. Equipment used during construction activities is expected to include concrete/industrial saws, excavators, tractors, loaders, backhoes, rubber-tired dozers, water trucks, compactors, scrapers, cranes, forklifts, generators, welders, air

compressors, cement and mortar mixers, pavers, rollers, and graders; the project would not involve the use of pile drivers.

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

Table 4.13-4: Calculated Construction Noise Levels at Surrounding Land Uses

Phase of Construction	Calculated Hourly Average Noise Levels (dBA L_{eq})[1]	
	Station Park Green (85 feet east)	Office Building (300 feet southeast)
Site Clearing/Demolition	81	70
Site Preparation	78	67
Grading/Excavation	82	70
Wet Underground Utilities	83	72
Dry Utilities Joint Trench	83	72
Building – Exterior	82	71
Building – Interior	69	58
Paving	83	72

Source: Illingworth & Rodkin, Inc. *Hayward Park Residential Noise and Vibration Assessment*. March 18, 2022.

Notes:

[1] Since surrounding land uses would be subject to the collective noise generated by all equipment operating on-site, distances and noise levels are calculated from the geometrical center of the project site.

As shown in Table 4.13-4, noise generated during construction would not exceed the City's 90 dBA threshold at the nearest residential and non-residential land uses. With implementation of the project's proposed avoidance and minimization measures designed to reduce noise generated during construction, the Noise and Vibration Assessment (refer to Appendix H) found that construction-noise levels would not exceed 80 dBA at the Station Park Green development. Further, Rail Corridor Plan EIR mitigation measure Noise-CP1 would require the use of walls, barriers, and other noise attenuation measures to reduce noise levels below 100 dBA at non-residential land uses and 80 dBA at residential land uses. In contrast with the Rail Corridor EIR, which assumed the use of pile drivers and included mitigation to reduce construction noise, the project's construction noise on its own (i.e., without implementation of Noise-CP1) would not exceed the City's 90 dBA threshold of significance for construction noise. For these reasons, noise generated by project construction would result in lesser construction-related noise impacts than what were disclosed in the Rail Corridor Plan EIR. **[Less Impact than Approved Project (Less than Significant Impact)]**

Operational Noise

Project-Generated Traffic

Pursuant to General Plan Policy N2.2, a significant impact would occur if a project would result in a permanent noise increase of three dBA Ldn or greater. The Rail Corridor Plan EIR found that buildout of the Rail Corridor Plan would not increase roadway volumes such that ambient noise levels would be increased by three dBA. As discussed in Section 4.11, the proposed project is consistent with the site's Rail Corridor Plan land use designation, and therefore consistent with the level of buildout analyzed in the Rail Corridor Plan EIR. Further, based on a review of the Transportation Impact Assessment prepared for the project (refer to Appendix I), the project would not double average daily traffic (ADT) volumes along any of the surrounding roadways (which is the threshold where traffic would result in a three dBA noise increase), and therefore would not result in a significant permanent increase in ambient noise levels.

Mechanical Equipment

As noted in Section 4.13.2.1, noise generated by the project's mechanical equipment is limited to 60 dBA during the daytime and 55 dBA during the nighttime, as adjusted for ambient conditions. As documented in Section 4.13.1.3, existing ambient noise levels are as low as 64 dBA during the daytime and 51 dBA during the nighttime. Pursuant to Section 7.30.040, the corresponding operational noise threshold is 64 dBA during the daytime and 55 dBA during the nighttime.

The proposed project would include 40 HVAC units that would be grouped on the eastern edge of the rooftop, which faces the adjacent Station Park Green development located 25 feet from the edge of the eastern property line. The parapet of the roof would provide a noise reduction of approximately five dBA. Assuming a worst-case scenario where all 40 units would be running simultaneously during daytime hours and 10 units running simultaneously during the night, noise levels generated by these HVAC units would be as high as 60 dBA during the daytime hours (7 a.m. to 10 p.m.) and 54 dBA during the nighttime hours (10 p.m. to 7 a.m.) at the Station Park Green development. Accordingly, noise generated by the project's mechanical equipment would not exceed the City's thresholds. Further, Rail Corridor Plan EIR mitigation measure Noise-CP2 would require a noise barrier or enclosure to be constructed around these units, which would further reduce noise generated by these HVAC units by an additional five dBA at minimum. Accordingly, the project's mechanical equipment would not result in a significant operational noise impact.

For the reasons stated above, operation of the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Impact NOI-2:	The project would not result in generation of excessive groundborne vibration or groundborne noise levels. **[Less Impact than Approved Project (Less than Significant Impact)]**

Construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used in the vicinity of nearby sensitive land uses. As discussed under Impact NOI-1, construction activities would include site clearing and demolition, site

preparation, grading and excavation, building framing and construction, and paving. Impact pile driving (which generates substantial vibration) is not proposed as a method of construction.

Based on a review of the NRHP[80], CRHP[81], and City of San Mateo Historic Building Survey, there are no historic-era buildings within 200 feet of the project site, which is the area of effect where construction vibration could cause cosmetic damage. There would be no risk of damage to any historic buildings resulting from project construction. All other buildings within the vicinity of the project site are of normal conventional construction and would be subject to the 0.3 in/sec PPV threshold identified in Section 4.13.2.1.

Based on typical vibration levels generated by construction equipment, the vibration levels from project construction were estimated from the boundary of the project site, which would represent the nearest location for use of vibration generating equipment, at the nearest building facades (refer to Appendix H for more information on the methodology used to calculate vibration levels). Table 4.13-5 below summarizes the vibration levels from construction activities at the nearest building façade, which is located 25 feet from the project's eastern boundary at the Station Park Green development.

Table 4.13-5: Construction-Generated Vibration Levels at Nearest Adjacent Building

Equipment		Station Park Green (25 feet east)
Clam shovel drop		0.202
Hydromill (slurry wall)	In soil	0.003
	In rock	0.006
Vibratory roller		0.210
Hoe ram		0.089
Large bulldozer		0.089
Caisson drilling		0.089
Loaded trucks		0.076
Jackhammer		0.035
Small bulldozer		0.003

Source: Illingworth & Rodkin, Inc. *Hayward Park Residential Noise and Vibration Assessment*. March 18, 2022.

As shown in Table 4.13-5, vibration levels at the nearest building façade would not experience vibration levels in excess of 0.3 in/sec PPV, which is the level at which cosmetic damage could

[80] National Register of Historic Places. "National Register Database and Research. Accessed February 8, 2022. https://www.nps.gov/subjects/nationalregister/database-research.htm

[81] California Register of Historic Places. "California Historical Resources". Accessed February 8, 2022. https://ohp.parks.ca.gov/listedresources/

occur. Accordingly, the project would have a less than significant impact from generation of groundborne vibration or groundborne noise level. In contrast with the Rail Corridor EIR, which assumed the use of pile drivers and included mitigation to reduce construction vibration, vibration generated by project construction on its own (i.e., without implementation of Noise-CP1) would not exceed the 0.3 in/sec PPV threshold of significance for construction vibration. Accordingly, construction of the project would result in a lesser impact than what was disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

The project site is located approximately 4.6 miles southeast of the San Francisco International Airport and 4.15 miles northwest of the San Carlos Airport. It is located beyond the outer boundary of their respective safety compatibility zones and CNEL noise contours, as delineated in their respective Comprehensive Airport Land Use Plan (CLUP).[82,83] The proposed building would be 63 feet in height and would not conflict with FAA structural height limitation of 200 feet above ground surface to reduce aviation hazards for San Francisco Airport. Therefore, future development of the site would not result in a safety hazard for people related to airport activities, and the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies (refer to Section 4.13.1.2) that address existing noise conditions affecting a proposed project.

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

- The City's normally acceptable exterior noise level standard is 67 dBA Ldn or less for the proposed residential common open space areas (i.e., outdoor courtyard, rooftop lounge, pocket park).
- The City and State's acceptable interior noise level standard is 45 dBA Ldn or less for the proposed interior residential areas.

[82] 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.
[83] City/County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport*. October 2015.

Consistent with existing conditions (refer to Section 4.13.1.3), the future noise environment would be predominantly characterized by vehicular traffic along SR 92 and Caltrain passbys. Under cumulative conditions (i.e., buildout of the San Mateo 2030 General Plan), the future noise environment is projected to be one dBA L_{dn} above existing conditions (71 to 74 dBA L_{dn} as noted in Section 4.13.1.3).

Future Exterior Noise Environment

The proposed project includes a pocket park on the ground floor, a private courtyard on the second floor, private residential balconies, and a rooftop deck lounge.

As shown on Figure 3.2-2, the proposed pocket park would be located along the building's western façade facing the Hayward Park Caltrain Station and PCJCB railroad. Future ambient base noise levels at this location are projected to be between 73 and 74 dBA L_{dn}, which would exceed the City's 67 dBA L_{dn} acceptable exterior noise level standard.

The proposed second floor private courtyard would be almost entirely enclosed by the building envelope, with a narrow opening facing east, away from the Hayward Park Caltrain Station and PCJCB railroad. The building envelope would provide a minimum noise reduction of 15 dBA, which would reduce the future ambient noise level at this location below 60 dBA. Accordingly, the exterior noise level at the proposed courtyard would not exceed the City's 67 dBA L_{dn} acceptable exterior noise level standard.

All of the project's proposed private residential balconies would be located on the building's eastern façade. The proposed building and orientation of the proposed balconies would provide substantial acoustical shielding, resulting in projected future ambient noise levels of 60 to 65 dBA Ldn at these locations. Accordingly, the exterior noise level at the proposed balconies would not exceed the City's 67 dBA L_{dn} acceptable exterior noise level standard.

The proposed rooftop deck lounge would be located at the northern tip of the proposed building. Future ambient base noise levels at this location are projected to be 72 dBA L_{dn}. The project proposes an approximately five-foot tall glass barrier along the edge of the rooftop deck lounge that would provide a noise reduction of approximately five dBA, which would reduce the noise level to 67 dBA L_{dn}. Accordingly, the exterior noise level at the proposed rooftop deck lounge would not exceed the City's 67 dBA L_{dn} acceptable exterior noise level standard.

Future Interior Noise Environment

As noted above, the state and local standard for residential interiors is 45 dBA L_{dn}. In order to minimize the potential for activity interference and sleep disturbance, maximum instantaneous noise levels must be limited to 55 dBA L_{max} or less.

Building facades facing east towards Station Park Green would experience average noise levels of up to 65 dBA L_{dn} and maximum instantaneous noise levels of up to 80 dBA L_{max}. Building facades facing inwards towards the proposed open air atrium would experience average noise levels below 60 dBA L_{dn} and maximum instantaneous noise levels of up to 80 dBA L_{max}. Incorporation of a forced air

mechanical ventilation system would reduce interior noise levels at these locations below the 45 dBA L_{dn} and 55 dBA L_{max} interior standard.

Condition of Approval Noise 4.13.3-1:

- The final design for residential units located along eastern- and interior-facing building facades shall incorporate forced air mechanical ventilation systems.

Building facades facing south towards Concar Drive and SR 92 would experience average noise levels of up to 74 dBA L_{dn} and maximum instantaneous noise levels of up to 101 dBA L_{max}. Incorporation of a forced air mechanical ventilation system and windows with a sound transmission class (STC) rating of 30 or greater would reduce interior noise levels at these locations below the 45 dBA L_{dn} interior standard. In order to meet the 55 dBA L_{max} interior standard, windows with an STC rating of 36 or greater and sound rated exterior walls would be required.

Condition of Approval Noise 4.13.3-2:

- The final design for residential units located along south-facing building facades shall incorporate forced air mechanical ventilation systems, windows with an STC rating of 36 or greater, and sound rated exterior walls.

Building facades facing west and north towards the Hayward Park Caltrain Station and PCJCB railroad would experience average noise levels of up to 74 dBA L_{dn} and maximum instantaneous noise levels of up to 105 dBA L_{max}. In order to meet the 45 dBA Ldn and 55 dBA Lmax interior standards, these locations would need to incorporate forced heating and cooling mechanical ventilation systems, windows with an STC rating of 36 or greater, and sound rated exterior walls.

Condition of Approval Noise 4.13.3-3:

- The final design for residential units located along western- and northern-facing building facades shall incorporate forced heating and cooling mechanical ventilation systems, windows with an STC rating of 36 or greater, and sound rated exterior walls.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[84] The City of San Mateo Housing Element was adopted in January 2015 with its related land use policies last updated in April 2020.

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

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified Priority Development Areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[85]

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

[84] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed December 8, 2021. http://hcd.ca.gov/community-development/housing-element/index.shtml.

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

City of San Mateo 2030 General Plan

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

Policy	Description
LU 1.6	Facilitate housing production by carrying out the goals and policies in the Housing Element.
LU 1.7	Allow multi-family areas to develop at densities delineated on the Land Use Plan.
LU 1.8	Facilitate housing production by allowing commercial mixed use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/industrial and parks/open space.
H 2.2	Maintain an overall balance of housing and employment within the community over the term of the Plan.

4.14.1.2 *Existing Conditions*

The population of San Mateo was estimated to be 103,045 in January 2021 with an average of 2.59 persons per household.[86] Full build out of the General Plan includes 8,600 new dwelling units and 19,460 new jobs by 2030. Development approved under the General Plan was projected to increase the City's residential population to 114,100 in 2020 (however, as noted, it stood at 103,045 in 2021) and to 119,800 in 2030. The General Plan identifies areas to increase housing development, including the Rail Corridor Plan area, to direct where the City's new housing growth should occur.

At the time of preparation, the Rail Corridor Plan area encompassed 634 households, including approximately 1,900 residents. Buildout of the Rail Corridor Plan was anticipated to increase the residential population within the Plan area by approximately 9,997 residents as of 2020. Currently, the residential population with the Plan area approximately 7,064 residents, and is projected to increase to approximately 9,867 residents by the end of 2024.[87]

The project site is a 2.82-acre portion of an approximately 3.18-acre site located at 401 Concar Drive in the Hayward Park district of the City of San Mateo. The southern portion of the project site is developed with a 213-space surface parking lot that is operated by Caltrain and provides parking for the Hayward Park Caltrain Station, which is adjoined to the site's western border. The northern portion of the project site is a mix of paved and pervious surfaces that is used by Caltrain for vehicle and materials storage.

[86] California Department of Finance. Table E-5, Population and Housing Estimates. May 2021. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.

[87] There are 3,076 units that have been built or were approved to be built within the RCP area since the adoption of the Rail Corridor Plan EIR. 3,076 multiplied by the City of San Mateo's average persons per household (2.59) amounts to 7,967 residents. By 2024, an additional 634 units (equivalent to 1,900 residents) would be constructed by 2024 (the year when the Hayward Park Station project would become operational) resulting in a total of 3,710 units or 9,867 residents.

4.14.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Population and Housing Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant population and housing impacts. No mitigation was incorporated into the Rail Corridor EIR.

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). **[Same Impact as Approved Project (Less than Significant Impact)]**

A project can induce substantial population growth by proposing new housing beyond projected or planned development levels, generating demand for housing as a result of new businesses, extending roads or other infrastructure to previously undeveloped areas, or removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

The project proposes to construct a multi-family residential building with 191 dwelling units, which would increase the City's population by an estimated 495 new residents.[88] As discussed in Section 4.11, the proposed project is consistent with the buildout of the site anticipated in the Rail Corridor Plan and General Plan. Therefore, the project would not directly induce unplanned population growth. The project does not propose improvements (such as the expansion of infrastructure beyond the City's urban service boundary) that would result in indirect population growth. For these reasons,

[88] California Department of Finance. E-5 Population and Housing Estimates. May 2021. https://dof.ca.gov/forecasting/demographics/estimates/estimates-e5-2010-2021/.
Based on the City of San Mateo's average persons per household (2.59) 191 units would generate 495 new residents.

the project would not result in new or substantially more population growth than anticipated and evaluated in the 2030 General Plan and Rail Corridor Plan and their respective EIRs. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **[Less Impact than Approved Project (No Impact)]**

There are no people residing on the project site and there is no housing on the site. As such, the proposed project would not displace people or housing. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Local

City of San Mateo 2030 General Plan

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

Policy	Description
LU 4.10	Provide Police Station facilities to meet the facility requirements through 2030.
LU 4.24	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.

Policy	Description
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, that are accessible for all residents, and that meet existing and future recreation needs.
C/OS 12.2	Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.

City of San Mateo Parkland Dedication/Fees

The City of San Mateo has established standards for dedication of land or payment of in-lieu fees for park and recreation facilities serving new residential subdivisions (Chapter 26.64 of the City of San Mateo Municipal Code). The code sets a standard of two acres per 1,000 residents to be dedicated by residential developers, with fees based on the value of real property and the number of residents estimated for various unit sizes. The Municipal Code also establishes park impact fees for residential units not subject to Chapter 26.64. In Section 13.05.070 of the Municipal Code, the City outlines land dedication requirements and fees for residential units that are not subject to Chapter 26.64. Fees and land dedications are calculated in the same manner as described in Chapter 26.64, while the applicability to residential projects varies.

San Mateo Public Library Strategic Plan 2018-2023

The strategic plan identifies goals and provides operational guidelines for the City of San Mateo Public Library to address changes in information technology, user needs and expectations, and library workforce.

4.15.1.2 *Existing Conditions*

Fire Protection Services

The San Mateo Consolidated Fire Department (SMCFD) provides fire protection services in the cities of San Mateo and Foster City and the Town of Belmont. There are nine fire stations across the SMCFD jurisdiction, six of which are within the City of San Mateo. Fire stations within the City include Station 21 (located in the Downtown area at 120 South Ellsworth Avenue), Station 23 (located at 31 West 27th Avenue), Station 24 (located at 318 South Humboldt Street), Station 25 (located at 1455 Shafter Street), Station 26 (located at 1500 Marina Court), and Station 27 (located at 1801 De Anza Boulevard). The SMCFD average response time to calls received is five minutes.[89]

[89] San Mateo Consolidated Fire Department. 2020 Annual Report. Accessed February 16, 2022. https://www.smcfire.org/about-us/annual-reports/

The nearest station to the project site is Station 25, which is located approximately 0.7 miles west of the site. According to Google Maps, the fire station is approximately six minutes driving distance from the site.[90]

Police Protection Services

The San Mateo Police Department (SMPD) provides police protection services in the City of San Mateo. The SMPD is divided into three service units: Field Operations Services, Investigation Services, and Support Services, totaling 170 full time personnel, including 114 authorized sworn officers. The SMPD is currently staffed at a ratio of 1.11 officers per 1,000 residents. The average response time for Priority 1 (emergency) calls was estimated at five minutes and 47 seconds in 2020-2021, and the percentage of Priority 1 calls dispatched within 90 seconds of receipt of the call was 94 percent.[91]

The main police station for the City of San Mateo is located at 200 Franklin Parkway, approximately 1.2 miles southeast of the project site. According to Google Maps, the police station is approximately five minutes driving distance from the site.[92]

Parks

The City of San Mateo has 40 park sites and open space areas, and more than 40 miles of paths and trails.[93] Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate parks, playgrounds, gardens and picnic areas. The nearest parks are Trinta Park (approximately 0.08 miles south), Concar Park (approximately 0.3 miles northeast), and Bay Meadows Park (approximately 0.7 miles southeast).

Schools

Residents of the City of San Mateo are served by two public school districts: the San Mateo-Foster City School District (grades K–8), and the San Mateo Union High School District (grades 9–12).

The project site is located within the San Mateo-Foster City School District (SMFCSD). The SMFCSD operates 22 schools in the cities of San Mateo and Foster City and in the unincorporated area west of San Mateo. The total enrollment in the SMFCSD, which consists of elementary and middle schools, is approximately 10,969 students. [94] The project site is served by the Sunnybrae

[90] Google Maps. Driving directions, Fire Station 21 to Hayward Park Station. Accessed April 21, 2022. https://bit.ly/3OwFsfV.
[91] City of San Mateo. "Adopted 2020-21 Budget." Page 115. Accessed December 8, 2021. https://www.cityofsanmateo.org/DocumentCenter/View/85547/Adopted-Budget_FY-2021-22?bidId=
[92] Google. Driving directions, Main Police Station to Hayward Park Station. Accessed April 21, 2022. https://bit.ly/399VI6v.
[93] City of San Mateo. *2030 General Plan Final Environmental Impact Report*. October 2010.
[94] California Department of Education. Data Quest, 2020-2021 Enrollment, San Mateo-Foster City Report. Accessed December 2, 2021. https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=4169039&agglevel=district&year=2020-21.

Elementary School (1031 South Delaware Street, approximately 0.4 miles north) and the Borel Middle School (425 Barneson Avenue, approximately 0.7 miles west).[95]

The project site is located within the San Mateo Union High School District (SMUHSD). The SMUHSD operates six high schools, one continuation school, and one adult school in the cities of San Mateo, Foster City, Hillsborough, Burlingame, San Bruno, and Millbrae. Total enrollment in the SMUHSD is approximately 9,760 students.[96] The project site is served by Aragon High School (approximately one mile west of the site).[97]

Libraries and Community Centers

There are three public libraries located within the City of San Mateo. These libraries include the Marina Library (approximately 0.8 miles to the east), the San Mateo Public Library (approximately 1.1 miles northwest of the site), and the Hillsdale Library (approximately 1.4 miles south of the site).

The City of San Mateo has six community centers within the city limits. These community centers include the Central Park Recreation Center (approximately 0.9 miles northwest of the site), the San Mateo Senior Center (0.9 miles southwest of the site), Joinville Park (approximately 1.2 miles northeast of the site), the Beresford Recreation Center (approximately 1.1 miles southwest of the site), and the Martin Luther King Jr. Community Center (approximately 1.6 miles northwest of the site).

[95] SchoolVision Software. *San Mateo-Foster City School District SchoolFinder*. Accessed December 8, 2021. http://www.schfinder.com/SMFC/.
[96] California Department of Education. Data Quest, 2020-2021 Enrollment, San Mateo Union High Report. Accessed December 2, 2021. https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=4169047&agglevel=district&year=2020-21.
[97] San Mateo Union High School District. "School Locator". Accessed December 8, 2021. https://www.smuhsd.org/Page/2314.

4.15.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
a) Fire Protection?	☐	☐	☐	☒	☐
b) Police Protection?	☐	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒	☐
d) Parks?	☐	☐	☐	☒	☐
e) Other Public Facilities?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Public Services Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant impacts to public services with the implementation of the following mitigation measures.

- Mitigation Measure Public Services-CP2: The SMFD's share of the general fund, which would receive general tax contributions from the new development within the Corridor Plan Area, would represent a fair share contribution to costs associated with facility modernization or expansion.
- Mitigation Measure Public Services-CP3: Under current policies, the SMFCSD would collect developer fees from individual development projects within the Corridor Plan Area to help finance expansion of existing schools, construction of new schools, and the rental of temporary classroom facilities in the Corridor Plan Area. The rate of developer fees would be $1.28 per square foot for residential development and $0.20 per square foot for commercial/industrial development.
- Mitigation Measure Public Services-CP4: Under current policies, the SMUHSD would collect developer fees from individual development projects within the Corridor Plan Area to help finance expansion of existing schools, construction of new schools, and the rental of temporary classroom facilities in the Corridor Plan Area. The rate of developer fees would be $0.856 per square foot for residential development and $0.136 per square foot for commercial/industrial development.
- Mitigation Measure Public Services-CP6a: The City shall evaluate unsignalized pedestrian crossings in the areas of the relevant schools to determine if sufficient sight distance is available for motorists to clearly see pedestrians, given street geometry, landscaping, and

berming. Crosswalks shall be provided only where adequate sight distance exists and advanced warning signs shall be provided in both directions.

- Mitigation Measure Public Services-CP6b: The SMFCSD shall provide crossing guards at intersections determined to be potentially hazardous during the mornings and afternoons when school is in session.

Impact PS-1:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

The proposed project would intensify development at the project site by removing the existing parking lot and Caltrain vehicle/materials storage area and constructing a five-story multi-family residential building and surface parking lot, thereby increasing demand for fire protection services within the City of San Mateo.

As discussed in Section 4.14, the project would result in a net increase of approximately 495 residents, which is consistent with population growth projections accounted for in the 2030 General Plan and Rail Corridor Plan and their respective EIRs. The Rail Corridor Plan EIR concluded that buildout of the Rail Corridor Plan would require additional fire equipment and additional personnel and the modernization and expansion of SMCFD Fire Station 23. As required by the Rail Corridor Plan EIR mitigation measure Public Services-CP2, a fair share of the project's general tax contributions would go to the SMCFD to fund additional equipment, personnel, and modernization of Fire Station 23. Similarly, the 2030 General Plan EIR concluded buildout of the General Plan would have a less than significant impact to fire services from General Plan buildout given new development is required to pay building permit fees that would help fund necessary fire protection resources to the City.

Additionally, although the project may increase demand for fire protection services, this increase in demand would not prevent the SMCFD from maintaining its response times (five minutes) nor would it require the construction of new facilities to ensure adequate service to the surrounding areas, as Fire Station 25 is within a six minute drive time of the site.[98] The proposed buildings would be constructed in compliance with the most recent California Building Code and California Fire code to ensure the building is fire-safe. Further, the proposed project is not located near a San Mateo County Fire Hazard Safety Zone for wildland fires as identified by CAL FIRE.

Accordingly, with the adherence to all required building permit fees and Building Code and Rail Corridor Plan mitigation measure Public Services-CP2, the project would not increase the need for new or physically altered facilities and services from the SMCFD. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

[98]Google Maps. Driving directions, Fire Station 21 to Hayward Park Station. Accessed April 21, 2022. https://bit.ly/3OwFsfV.

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. **[Same Impact as Approved Project (Less than Significant Impact)]**

The redevelopment of the project site with 191 residential units would increase the need for police protection services and parking enforcement. The increase in demand for police protection services is not expected to be environmentally significant, as the approximately 495 new residents represent anticipated population growth in San Mateo (refer to Section 4.11 and Section 4.14). While the project would intensify use of the site, which may result in an increase in demand for police protection services, the use of the site as multi-family residential housing was accounted for in the 2030 General Plan and Rail Corridor Plan and their respective EIRs. Further, while the number of units that have been built or are entitled within the Hayward Park Station area (1,872 units) has exceeded the number of units assumed in the Rail Corridor Plan EIR (1,725 units), the 191 units proposed by the project would not exceed the total number of units accounted for in the Rail Corridor Plan area (4,031 units)

The Rail Corridor Plan EIR concluded the police staffing requirements of a minimum of 1.25 officers per 1,000 residents would incrementally increase as projects are approved within Rail Corridor Plan. As documented in Section 4.15.1.2, the SMPD is currently providing 1.11 officers per 1,000 residents. Staffing costs for the need for future additional officers in the City would be funded by the Police Department's share of the general fund, which would receive general tax contributions from the project. The increase in service demand would be accommodated by the SMPD through the addition of personnel and would not require construction of new facilities. The SMPD would be able to adequately service the project site and Rail Corridor Plan area upon implementation of the proposed project.

Similarly, the General Plan noted that the size of the City's sworn police staff is not adequate to accommodate the needs of the City through the year 2025 but concluded citywide buildout would have a less than significant impact on police services provided that new development would pay required building fees to pay for expanding police facilities, equipment, and staffing, and be constructed in accordance with Implementation Program LU-4.29 and the City's Building Security Code which requires proposed developments to be reviewed by the SMPD to ensure appropriate safety features that minimize criminal activity are incorporated into the project design.

The need for increased police staffing, and the impacts of traffic on response times may be reduced by the deployment of new facilities and technology. Additionally, since the adoption of the Rail Corridor Plan EIR, a police station was constructed at 200 Franklin Parkway in 2010, further reducing the demand for police protection services. Accordingly, with the adherence to all required building permit fees and Building Code and General Plan Implementation Program LU-4.29 and LU-4.30, the project would not increase the need for new or substantially physically altered facilities and services from the SMPD. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

The redevelopment of the project site with 191 residential units would generate eight elementary and eight middle school students at SMFCSD, and 20 high school students at SMUHSD.[99,100] Table 4.15-1 below summarizes the current enrollment and remaining capacity of the schools that new students generated by the project would attend.

Table 4.15-1: Local School Facilities

Local School	Capacity[101]	Enrollment	Remaining Capacity[1]
Sunnybrae Elementary School	832 students	376 students[102]	456 students
Borel Middle School	1,134 students	979 students[103]	155 students
Aragon High School	2,002 students	1,757 students[104]	245 students

[1] Remaining capacity calculated by subtracting the current enrollment from the existing capacity.

As shown in Table 4.15-1, Sunnybrae Elementary, Borel Middle, and Aragon High can accommodate an additional 456, 155, and 245 students, respectively. Accordingly, adequate capacity exists at these schools to accommodate the students generated by the proposed project, and no new or expanded school facilities would be required.

Additionally, the project would be required to pay school impact fees to SMFCSD and SMUHSD by state law and Rail Corridor Plan EIR mitigation measure Public Services-CP3 and Public Services-CP4 to help finance the expansion of existing schools, construction of new schools, and/or the rental

[99] This estimate is based on SMFCSD's student generation rates for multi-family uses: 0.04 students in grades K-8 per dwelling unit times 191 units equals approximately eight students at Sunnybrae Elementary School and eight students at Borel Middle School. Source: Ruffo, Amy. Director Facilities and Construction, San Mateo-Foster City School District. Personal Communication. October 10, 2022.
[100] This estimate is based on SMUHSD's student generation rates for multi-family uses: 0.10 students in grades 9-12 per dwelling unit times 191 units equals approximately 20 students at Aragon High School. Source: Decision Insight. Residential Development Report, Student Generation Rate for San Mateo Union High School District 2022. August 6, 2021.
[101] Ruffo, Amy. Director Facilities and Construction, San Mateo-Foster City School District. Personal Communication. October 10, 2022.
[102] California Department of Education, Data Quest. Sunnybrae Elementary School Enrollment. Accessed April 14, 2022.
[103] California Department of Education, Data Quest. Borel Middle School Enrollment. Accessed April 14, 2022.
[104] California Department of Education, Data Quest. Aragon High School Enrollment. Accessed April 14, 2022.

of temporary classrooms in the Rail Corridor Plan area as needed. 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.

For the reasons stated above, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **[Same Impact as Approved Project (Less than Significant Impact)]**

Government Code Section 66477, or the Quimby Act, outlines fees and/or amounts of parkland to be dedicated as a condition of approval for new residential developments. The proposed project would generate an additional 495 residents in comparison with existing conditions. Future residents of the proposed project could reasonably be expected to utilize park and recreation facilities in the vicinity of the site, such as Trinta Park, Concar Park, and Bay Meadows Park, though this impact would be offset by the residential amenities identified in Section 3.2.2. As such, the demand on existing facilities would be marginally increased by the proposed project; however, the dedication of parkland or payment of in-lieu fees under the Quimby Act provisions would facilitate the acquisition of parkland or improvement of parks in San Mateo consistent with General Plan goals. Consistent with the findings of the Rail Corridor Plan EIR, payment of in-lieu fees for park and recreation purposes as required by the San Mateo Municipal Code (refer to Section 4.15.1.1) would ensure that the project would have a less than significant impact on existing park and recreation facilities in San Mateo. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

It can be reasonably expected that new residents of the proposed project would utilize nearby libraries and community centers. The demand on libraries and community centers in the area would only be marginally increased as a result of the projected 495 new residents (see Impact POP-1). Demand for these facilities is not anticipated to necessitate the construction of new facilities, or expansion of existing facilities, to accommodate future residents of the project. Additionally, the City

is in process of updating its library services through the San Mateo Public Library Strategic Plan, which will build and expand existing library facilities and employ resources in new ways to ensure equitable access. Additionally, the Rail Corridor Plan EIR found the library facilities would not be significantly impacted as a result of the plan through the maintenance and upgrade provided by existing City taxes and fees. For these reasons, libraries and community centers in San Mateo would be equipped to provide services to new residents of the proposed project, and the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Local

City of San Mateo 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 2030 General Plan

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

Policy	Description
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, that are accessible for all residents, and that meet existing and future recreation needs.
C/OS 12.2	Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.
C/OS 12.3	Create an asset management plan that identifies the highest and best use of undeveloped parcels or underutilized areas within existing parks to insure they are best positioned to meet current and future needs and where appropriate, identify options for alternative uses.
C/OS 12.7	Preserve existing parklands, open spaces and the golf course for open space and recreational use as directed by ordinance.

Policy	Description
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.
UD 2.5	Require that a portion of required open space be useable for passive or active recreation.

4.16.1.2 *Existing Conditions*

The City of San Mateo has 40 park sites and open space areas, and more than 40 miles of paths and trails. Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate parks, playgrounds, gardens and picnic areas. The nearest parks/recreational facilities are Trinta Park (approximately 450 feet south), Concar Park (approximately 0.3 miles northeast), and Bay Meadows Park (approximately 0.7 miles southeast).

The City of San Mateo currently operates approximately 200 acres of parks. The acreage of parkland is currently below the goal established in the City's General Plan of 6.0 acres per 1,000 residents. At the time of analysis in the General Plan EIR (based on a population of 95,500), the ratio of existing neighborhood and community (including mini parks, regional parks, and Coyote Point County Park) park and recreational facilities to population was 4.90 acres per 1,000 persons. 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.

4.16.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
b) 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?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Recreation Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant impacts to parks and recreational facilities. No mitigation was incorporated into the Rail Corridor EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

The proposed project would marginally increase the use of existing neighborhood and regional parks and recreational facilities in San Mateo. As discussed in Section 4.14 and Section 4.15, the project would generate approximately 495 additional residents. Future residents of the proposed project could reasonably be expected to utilize nearby parks such as Trinta Park, Concar Park, and Bay Meadows Park to meet their recreational needs. Additionally, Section 3.2.2 Amenities describes on-site improvements that would provide private recreational opportunities and outdoor amenities. As discussed in Section 4.15 Public Services, parkland dedications and/or in-lieu fees would be applied to the proposed project to offset the additional demand on existing facilities. It is not anticipated that the additional demand placed on existing park and recreational facilities would result in substantial physical deterioration of these facilities. Park fees collected from the project would be used to maintain and upgrade affected park facilities, as necessary. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

Impact REC-2:	The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **[Same Impact as Approved Project (Less than Significant Impact)]**

The project proposes private amenities for future residents described in Section 3.2.2. Construction and operation of these amenities have been analyzed throughout this IS/Addendum in the context of the overall development proposed by the project. Additionally, as discussed under Impact REC-1 the recreational needs of future employees of residents would be offset by these proposed facilities, and the marginal increase in demand for neighborhood and regional parks would not require the construction or expansion of off-site recreational facilities that could have an adverse effect on the environment. Therefore, the recreational facilities proposed by the project would not have an adverse

physical effect on the environment, and the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

4.17 TRANSPORTATION

The following discussion is based, in part, on a Transportation Impact Analysis prepared by Kittelson & Associates, Inc. A copy of the report, dated May 2022, is attached to this Addendum as Appendix I.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional and Local

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 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.[105] 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 ADT to the CMP roadway network.

The proposed project is estimated to generate 62 vehicle trips (35 inbound, 27 outbound) during the weekday AM peak hour and 55 vehicle trips (24 inbound, 31 outbound) during the weekday PM peak hour. A summary of the trips generated by the project is provided in Table 4.17-1.

Table 4.17-1: Summary of Project Trips

Land Use	Size	Total Daily Trips	AM			PM		
			In	Out	Total	In	Out	Total
Multifamily Housing	191 units	907	35	27	62	24	31	55

Source: Kittelson & Associates, Inc. *Hayward Park Station Transportation Impact Analysis*. March 2022.

As shown in Table 4.17-1, the project would exceed the C/CAG threshold of 100 ADT, and therefore is subject to CMP analysis per C/CAG CMP guidelines.

San Mateo County Comprehensive Bicycle Route Plan

The San Mateo County Comprehensive Bicycle Route Plan was written by the C/CAG, the Bicycle and Pedestrian Advisory Committee, and individual cities and agencies. The intent of the plan is to provide a comprehensive bicycle network for San Mateo County and adjacent communities, and to improve inter-city and regional travel for bicycles. The plan includes existing roadways within San Mateo County, including roadways in the project area.

Local

City of San Mateo 2030 General Plan

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

Policy	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.

[105] C/CAG of San Mateo County. "San Mateo County Congestion Management Program 2019". April 2019. https://ccag.ca.gov/programs/transportation-programs/congestion-management/.

Policy	Description
C 2.5	Require site-specific traffic studies for development project where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.
C 2.7	In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic if: a) The level of service at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project is added, and b) An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and c) The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.
C 2.10	Participate in the TDM Program as outlined by the San Mateo City/County Association of Government (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.
C 4.1	Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system; support the City's Sustainable Transportation Actions; and coordinate with the countywide system.
C 4.4	Implement the Pedestrian Master Plan's recommended programs and projects to create and maintain a walkable environment in San Mateo and support the City's Sustainable Transportation Actions.
C 4.5	Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, streetlights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.
C 4.6	Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.
C 4.7	Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
C 5.1	a) Adopt parking requirements to provide adequate parking supply as a condition of development approval. b) Adopt parking requirements to provide adequate parking supply for change and/or expansion of land use resulting in increased parking demand.
C 6.6	Reduce fuel consumption and vehicle emissions for trips originating in or destined for the City of San Mateo by providing incentives for the purchase and use of fuel efficient vehicles such as recharging station for electric vehicles or preferential parking for carpools, hybrids, and alternative fuel vehicles and develop a way to make this action enforceable and by providing discounted parking rates for carpools, hybrids, and other vehicles that help reduce CO2 emissions.

City of San Mateo Transportation Impact Analysis Guidelines

The City of San Mateo adopted new Transportation Impact Analysis (TIA) Guidelines on August 17, 2020 to implement VMT as the transportation analysis metric for CEQA analysis, and to formalize the City's procedures for local transportation analysis outside of CEQA. The new TIA Guidelines provide processes for analyzing the potential transportation impact of transportation projects. The TIA Guidelines include:

- Parameters for when transportation analysis is required;
- Guidance on determination of impacts and negative effects;
- Technical processes for calculating VMT for projects;
- Mitigation measures for VMT impacts and local plan requirements to address negative LOS effects;
- Require analysis for CEQA and local transportation purposes.

The TIA Guidelines include screening criteria which, if met by a project, would result in the project having a less than significant VMT impact under CEQA. For projects that do not meet the screening criteria, the Guidelines set forth thresholds of significance for comparison in quantified VMT analyses to make a determination of significance.

City of San Mateo Bicycle Master Plan

The City of San Mateo Bicycle Master Plan was first adopted in October 2011. It contains goals and objectives to provide a blueprint for a citywide system of bicycle facilities to allow for safe, efficient, and convenient bicycle travel within the City and to regional destinations in the Bay Area. The purpose of the plan is to build on the success of previous bicycle infrastructure improvements by enhancing and expanding the existing bikeway network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity. The updated 2020 Bicycle Master Plan was adopted by City Council on April 6, 2020.

Within the vicinity of the project site, the City of San Mateo through the 2020 Bicycle Master Plan proposes a Class I facility extending from the project site's frontage to South Delaware Street, and a Class IV facility on Concar Drive extending east of the Concar Drive/South Delaware Street and Concar Drive/South Grant Street intersections.[106] The Bicycle Master Plan proposes to upgrade the existing bicycle facilities located on South Delaware Street between East 5th Avenue and Concar Drive and between Concar Drive and 28th Avenue to a Class II and Class IV facility, respectively.[107] Additionally, the Bicycle Master Plan proposes to provide a connection between the existing Class I facility that extends from 16th Avenue to Concar Drive that would connect this facility directly to the Hayward Park Caltrain Station. On 19th Avenue, the Bicycle Master Plan proposes to provide a Class IV facility that would extend from Pacific Boulevard to Fashion Island Boulevard. Lastly, the

[106] Class I facilities provide a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized. Class IV facilities provide a restricted right-of-way designated lane for the exclusive use of bicyclists that is separated by a vertical element to provide further separation from motor vehicle traffic.
[107] Class II facilities provide a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Bicycle Master Plan proposes a Class III facility on Pacific Boulevard between Concar Drive and South Delaware Street. [108]

City of San Mateo Pedestrian Master Plan

The City of San Mateo Pedestrian Master Plan was adopted in April 2012. It contains goals, objectives and policies to improve the pedestrian environment and increase the number of walking trips in San Mateo. The purpose of the Plan is to prioritize pedestrian improvements through a needs analysis of the City's network to identify gaps in the network and potential improvements. The Plan applies prioritization criteria to the output of the needs assessment to establish rankings for infrastructure improvements as well as programmatic recommendations.

4.17.1.2 *Existing Conditions*

Transit Services

Existing transit services within the vicinity of the project site are provided by Caltrain and the San Mateo County Transit District (SamTrans). Existing transit facilities are shown on Figure 4.17-1.

Caltrain

Regional transit service within the vicinity of the project site is provided by Caltrain, which operates the Hayward Park Station adjacent to the site's western border. This station provides local, limited, and Baby Bullet service on 60-minute headways on weekend AM and PM commute hours, midday, and at nights.

SamTrans

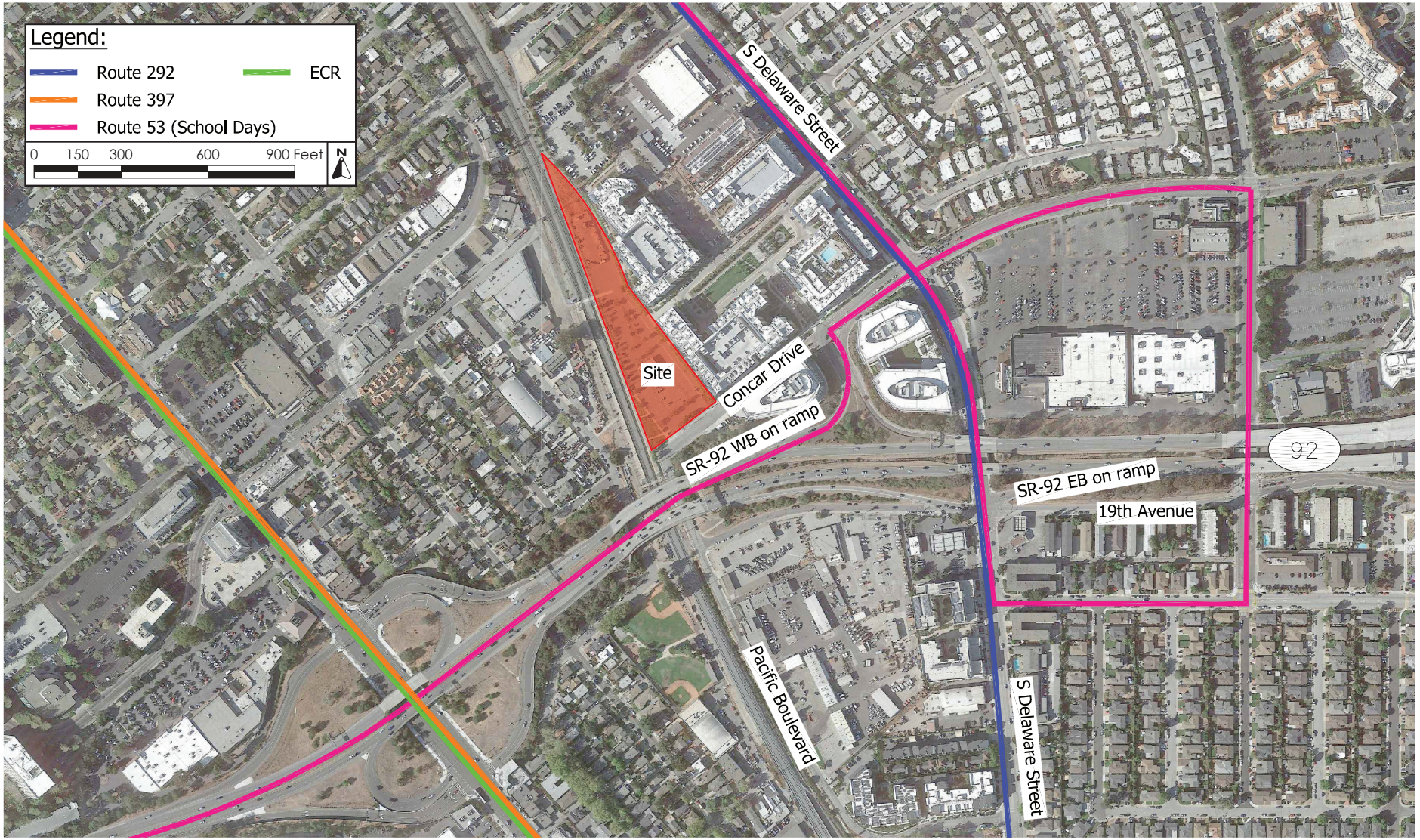
Local and regional transit service in the vicinity of the project site is provided by SamTrans. The project site is served by the SamTrans routes discussed below.

Route 53 runs service during school drop-off (7:30 a.m. to 8:00 a.m.) and pick-up (1:00 p.m. to 3:30 p.m.) hours between Peninsula/Victoria and the Borel School. The closest bus stop to the project site is located at the South Delaware Street and Charles Lane.

Route 292 runs between the Hillsdale Shopping Center in San Mateo to the Ferry Building in San Francisco. It provides service between 4:00 a.m. and 2:30 a.m. with 30-minute headways on weekdays and 60 minute headways on weekends. The closest bus stop to the project site is located at the intersection of South Delaware Street and Bermuda Drive.

Route 397 runs between the Palo Alto Transit Center and the Ferry Building in San Francisco. It provides hourly service between 12:45 a.m. and 6:45 a.m. The closest bus stops to the project site are located at the El Camino Real/20th Avenue and El Camino Real/17th Avenue intersections.

[108] Class III facilities provide a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.



Source: Kittleson & Associates, Inc., May 12, 2022.

EXISTING TRANSIT FACILITIES | FIGURE 4.17-1

Route ECR runs between the Palo Alto Transit Center and the Daly City BART station. It provides service between 4:00 a.m. and 1:30 a.m. with 15-minute headways on weekdays, between 4:45 a.m. and 1:30 a.m. on Saturdays with 30-minute headways, and between 5:40 a.m. and 2:30 a.m. on Sundays with hourly headways. The closest bus stop to the project site is located at the El Camino Real/20th Avenue and El Camino Real/17th Avenue intersections.

Roadway Network

Regional access to the project site is primarily provided by SR 92 via the interchange at the intersection of Concar Drive and South Delaware Street. SR 92 is a four-to six lane state highway that serves as a major east-west corridor in the San Francisco Bay Area. It extends from State Route 1 (SR 1) in Half Moon Bay at the west end to downtown Hayward via the San Mateo-Hayward Bridge in the East Bay at its junction with State Route 238 (SR 238).

Local access to the project site is provided by Concar Drive, South Delaware Street, and 19th Avenue. These roadways are described below.

Concar Drive

Concar Drive is a collector-arterial roadway that extends in an east-west direction from Pacific Boulevard to Amphlett Boulevard.[109] It is a collector street from Pacific Boulevard until the SR 92 westbound on-ramp, where it becomes an arterial roadway until Grant Street before transitioning to a local roadway from Grant Street to Amphlett Boulevard.[110] In the vicinity of the project site, Concar Drive has two lanes, and provides direct access to the project site via a driveway.

South Delaware Street

South Delaware Street is a north-south, two- to four-lane arterial roadway that extends from Peninsula Avenue to the north before becoming Pacific Boulevard to the south.

19th Avenue

19th Avenue is an east-west, two-lane roadway that extends from Pacific Boulevard to the west before transitioning into Fashion Island Boulevard. 19th Avenue provides access to the project site via South Delaware Street and Concar Drive.

Emergency Vehicle Access

An existing emergency vehicle access (EVA) road is present adjacent to the project site's eastern border at the Station Park Green development that extends from Garvey Way through Station Park Green to Station Park Circle.

[109] Collector streets are designed to channel traffic from local streets to arterials, and to handle short trips within the neighborhoods

[110] Arterial roads link residential and commercial districts and serve shorter through traffic needs. Local roads are designed to serve only adjacent land uses and are intended to protect residents from through traffic impacts.

Bicycle Facilities

Existing bicycle facilities within the vicinity of the project site include Class II and Class III facilities along South Delaware Street, a Class I facility adjacent to the PCJCB railroad that extends from 16th Avenue to Concar Drive, and a Class I facility on Concar Drive that extends from South Delaware Street to the southwest property line of the Station Park Green development. Proposed bicycle facilities under the San Mateo 2020 Bicycle Master Plan are discussed in Section 4.17.1.1.

Pedestrian Facilities

Pedestrian facilities within the vicinity of the project site consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, sidewalks exist along both sides of Concar Drive, South Delaware Street, and on one side of 19th Avenue, which provide pedestrian access to and from the project site. Marked crosswalks with pedestrian signal heads and push buttons are provided at the SR 92/Concar Drive, South Delaware Street/Concar Drive, and South Delaware Street/19th Avenue/SR 92 intersections. The overall network of sidewalks and crosswalks in the project vicinity have good connectivity and provide pedestrians with safe routes.

4.17.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	☐	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Transportation Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in significant and unavoidable traffic impacts related to level of service (LOS) at study intersections. The Rail Corridor Plan EIR identified mitigation to reduce impacts at the affected intersections; however, despite implementation of the identified mitigation, significant unavoidable impacts would remain. However, with the passage of SB 743 and the adoption of the related Guidelines

implementing SB 743 (see Guidelines Section 15604.3), a project's effect on automobile delay is no longer considered an impact under CEQA.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

Transit Services

The project does not propose any activities or changes to the built environment that could adversely affect either public transit conditions or public transit access, such as the relocation of a bus stop or changes to pedestrian facilities that could inhibit transit access. Continuous sidewalks and crosswalks connect the project site with all of the SamTrans bus stops identified in Section 4.17.1.2. As discussed below, the project proposes to complete several improvements to the existing bicycle and pedestrian network that would improve access to the Hayward Park Caltrain Station. Beyond these improvements, the project does not propose any modifications to existing transit circulation system (roadways, sidewalks, etc.) that could conflict with existing or planned transit services. The project's proposed removal of the parking spaces dedicated to Caltrain commuters is consistent with Caltrain's plans for the Hayward Park Caltrain Station, and the effects of a project on vehicle parking is not considered to be an environmental impact pursuant to the CEQA Guidelines.[111] Further, as discussed in Section 4.11, the project is consistent with the planned buildout anticipated under the Rail Corridor Plan and 2030 General Plan, both of which concluded that buildout would have a less than significant impact on transit services and Caltrain ridership capacity. Therefore, the proposed project would not conflict with a program, plan, ordinance or policy regarding transit services. **[Same Impact as Approved Project (Less than Significant Impact)]**

Roadway Network

The City of San Mateo 2030 General Plan includes policies addressing potential project effects on intersection operations. The City maintains a level-of-service (LOS) standard of mid-level LOS D for all intersections. According to General Plan Policy C-2.7, a development project may be required to fund off-site circulation improvements which are needed as a result of project-generated traffic if:

- The level of service at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project is added, and
- An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and
- The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

However, in accordance with CEQA Guidelines Section 15064.3(a), LOS can no longer be used as a metric to identify traffic impacts under CEQA. Instead, the relevant question is whether the project's

[111] *Taxpayers for Accountable School Bond Spending v. San Diego Unified School Dist.* (2012); *Save Our Access – San Gabriel Mountains v. Watershed Conservation Authority* (2021).

effects on intersection LOS and/or roadway operations would necessitate the construction or funding of physical improvements that could have an adverse effect on the environment. The effects of the project on the City's roadway network were analyzed in accordance with the City's Transportation Impact Analysis Guidelines (refer to Section 4.17.1.1 and Appendix I), which found that the project would not result in any adverse effects on intersection LOS (applying the LOS criteria per GP Policy C-2.7 noted above) or vehicle circulation with optimization of signal timings at the study intersections. Therefore, project operation would not require the construction or funding of any physical improvements to the roadway network that could have an adverse effect on the environment. The Rail Corridor Plan EIR determined that buildout of the Rail Corridor Plan would result in significant and unavoidable impacts on the roadway network; therefore, the project would have a lesser impact than what was disclosed in the Rail Corridor Plan EIR. **[Less Impact than Approved Project (Less than Significant Impact)]**

Bicycle Facilities

As discussed in Section 4.17.1.1, the project proposes to construct or improve bicycle facilities along Concar Drive and the western boundary of the project site. As discussed under Impact TRN-3, the project does not propose any geometric design changes to the roadways that could conflict with existing or proposed bicycle facilities. The project would directly support the 2020 Bicycle Master Plan (refer to Section 4.17.1.1) by connecting the existing Class I facility that extends from 16th Avenue to Concar Drive with the Hayward Park Caltrain Station, consistent with what was proposed in the 2020 Bicycle Master Plan. Additionally, the project proposes to provide 205 long-term and 16 short-term bicycle parking requirements, which is consistent with the City's bicycle parking requirements (refer to Appendix I). Accordingly, the project would not conflict with a program, plan, ordinance or policy regarding bicycle facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

Pedestrian Facilities

As documented in Section 4.17.1.2, pedestrian facilities within the vicinity of the project site provide adequate connectivity to the project site. As discussed in Impact TRN-3, the project does not propose any geometric design changes to the roadways that could conflict with existing or proposed pedestrian facilities. Additionally, the project proposes to connect the existing Class I bicycle facility (which as a Class I facility is also intended for pedestrians) that extends along the project site's western boundary from 16th Avenue to Concar Drive with the project site and the Hayward Park Caltrain Station. The project would also install wayfinding signage that would improve pedestrian circulation. For these reasons, the project would not conflict with a program, plan, ordinance or policy regarding pedestrian facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **[Same Impact as Approved Project (Less than Significant Impact)]**

This CEQA checklist item was added to the Guidelines in 2018 and so did not exist in 2005 when the Rail Corridor Plan EIR was adopted. Therefore, this checklist item and VMT are not evaluated in the Rail Corridor Plan EIR. However, it does not constitute new circumstances requiring revisions to the

EIR because the adverse environmental impacts of vehicle travel, including air pollution and traffic noise have been known for decades and were considered in the Rail Corridor Plan EIR.

The project site is adjacent to the Hayward Park Caltrain Station, and therefore is within a High Quality Transit Area (HQTA).[112] The proposed project has an FAR of 1.93, which exceeds the 0.75 FAR criterion identified in the City's TIA Guidelines (see Criteria 4a). Further, based on the parking ratios of nearby residential developments within the Rail Corridor Plan area, the project typically would be required to provide approximately 238 parking spaces. The project proposes to provide 192 parking spaces, thus satisfying Criteria 4b in the TIA Guidelines. The project would be consistent with Plan Bay Area 2050, since it provides land use growth and provides affordable housing near high-quality transit and promotes alternative modes of travel (walking/biking) through improvements to the existing bicycle and pedestrian infrastructure (refer to Impact TRN-1), and is consistent with the goals outlined in the SCS, such as building affordable housing, creating healthy and safe streets by building a complete streets network, and reducing climate emissions. Since the project satisfies all of the City's screening criteria for a project located within a HQTA, the project would have a less than significant VMT impact and is, therefore, consistent with CEQA Guidelines Section 15064.3(b).

Impact TRN-3:	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **[Less Impact than Approved Project (Less than Significant Impact)]**

Geometric Design

The project does not propose any geometric design changes to roadways within the vicinity of the project site. As discussed under Impact TRN-4, the project would not result in inadequate emergency access. The project driveway would be approximately 22 feet wide, which would conform with the City's standard maximum driveway width of 26 feet. For vehicles exiting the project site, the minimum safe sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. The speed limit on Concar Drive and Pacific Boulevard is 25 miles per hour (mph), which equates to a Caltrans stopping sight distance of 200 feet. Based on a review of the site plan (refer to Figure 3.1-3) and the lack of any obstructions (e.g., landscaping, signs, etc.) vehicles exiting the project site via the proposed driveway on Concar Drive would have a sight distance of more than 200 feet when looking east down Concar Drive and south down Pacific Boulevard.

For the reasons stated above, the project does not propose any geometric design changes which could substantially increase hazards. **[Less Impact than Approved Project (Less than Significant Impact)]**

Incompatible Uses

As discussed in Section 4.11, the project is consistent with the site's Rail Corridor Plan land use designation, and therefore the project is consistent with the level of development (and associated

[112] High-quality transit areas are defined by California Public Resources Code Section 21155 as an area within 0.5-miles of a high-quality transit corridor or stop.

GHG emissions) that was assumed in the Rail Corridor Plan EIR and the 2030 General Plan EIR. As shown in Figure 3.1-3, residential uses are present in the surrounding area, Since the project does not propose a use that is incompatible with the existing land uses in the project vicinity or propose a use that would bring unusual equipment on the roadways (e.g., farm equipment), the project would not substantially increase hazards due to incompatible uses. **[Less Impact than Approved Project (Less than Significant Impact)]**

Impact TRN-4:	The project would not result in inadequate emergency access. **[Same Impact as Approved Project (Less than Significant Impact)]**

The project does not propose any geometric design changes to the roadway network or new roadways which could impede emergency vehicle access. As discussed under Impact TRN-3, the proposed driveway on Concar Drive provides adequate sight distance, and the width of the project driveway and drive aisle is consistent with City standards and would enable emergency vehicles to use the driveway and access the project site, including the podium parking garage. A vehicle turnabout with a 45-foot diameter would be provided between the parking garage and surface parking lot that would enable emergency vehicles to turn around and exit the project site. Additionally, the project design includes a fire command center and multiple fire hydrants accessible from the interior roadway. For these reasons, the project would not result in inadequate emergency access. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached. AB 52 applies to non-exempt projects that are subject to a Notice of Intent to Adopt a Negative Declaration/Mitigated Negative Declaration or Notice of Availability of a Draft EIR. When a project is covered by an existing certified EIR or adopted ND/MND, such as through preparation of an Addendum, AB 52 requirements for tribal notification and consultation do not apply.

Under AB 52, TCRs are defined as follows:

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:

- Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
- Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

Native American occupation of San Mateo appears to extend over 7,000 years into the past. The Rail Corridor Plan area was within an environmentally advantageous area for Native Americans, located between the resources of the San Francisco bayshore (shellfish, fish, waterfowl, and tule) and the foothills (acorns, seed, game, and stone). In addition, Borel Creek (located approximately 0.5-miles to the south), San Mateo Creek (located one mile to the north), and Laurel Creek (located 1.05 miles to the west) provided year-round sources of water and riparian resources.

Pursuant to the Rail Corridor Plan EIR, no known or recorded prehistoric sites have been recorded on, adjacent to, or in the vicinity of the Plan area. The nearest recorded prehistoric site is located adjacent to Laurel Creek, approximately a half mile west of the Plan area boundary. The project site is mapped within a "Low Sensitivity Zone" for archaeological resources.[113]

[113] Chavez, David. *Citywide Archaeological Investigations, City of San Mateo, California*. 1983.

There are no known TCRs on the project site, and as noted above, projects occurring within the Rail Corridor Plan are covered by a certified EIR, and therefore the tribal notification and consultation requirements of AB 52 do not apply.

4.18.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☐	☒	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 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.	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Tribal Cultural Resources Conclusion

CEQA legislative amendments contained in AB 52 require, as of 2015, evaluation of whether a project would affect tribal cultural resources. For this reason, the 2005 Rail Corridor Plan EIR did not explicitly discuss tribal cultural resources, although it did include a discussion of the history of Native American occupation of the Rail Corridor Plan area and the potential of the Plan to encounter archaeological resources, including those associated with Native American tribes. Accordingly, potential impacts related to tribal cultural resources do not constitute "new information" as defined by CEQA. As noted above, for non-exempt projects that are covered by an existing certified EIR or adopted ND/MND, AB 52's tribal notification and consultation requirements do not apply.

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). **[Same Impact as Approved Project (Less than Significant Impact)]**

As documented in Section 4.18.1.2, no known or recorded prehistoric sites have been recorded on, adjacent to, or in the vicinity of the Plan area, and project site is mapped within a "Low Sensitivity Zone" for archaeological resources. No Native American villages, traditional use areas, contemporary use areas or other features of significance have been identified in or adjacent to the project site. Development of the proposed project would therefore not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Although tribal cultural resources or archaeological resources are not anticipated to be discovered during project construction, the possibility remains that as-yet undiscovered resources are unearthed during grading, excavation, or other site disturbances. Implementation of the mitigation measures identified in Section 4.5 (Cultural-CP1a, -CP1b, -CP1c, -CP1d) would protect the resources by suspending work in the area of the discovery until an assessment of their eligibility for the NRHP or CRHR is completed, and all artifacts or samples collected as part of the initial discovery, monitoring, or mitigation would be properly preserved, catalogued, and curated along with the associated documentation in a professional manner consistent with current archaeological standards. By applying these measures, the project would not result in a substantial adverse change in the significant of a tribal cultural resource. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of San Mateo adopted its most recent UWMP (the Mid-Peninsula Water District 2020 UWMP) in June 2021.

Bay-Delta Plan Amendment

In December 2018, the SWRCB adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 30 to 50 percent of the "unimpaired flow" on the three tributaries from February through June in every year type.[114]

If the Bay-Delta Plan Amendment is implemented, the SFPUC will be able to meet the projected water demands presented in the 2020 UWMP in normal years but would experience supply shortages in single dry years or multiple dry years. Implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years. The SFPUC has initiated an Alternative Water Supply Planning Program to ensure that San Francisco can meet its Retail and Wholesale Customer water needs, address projected dry years shortages, and limit rationing to a maximum 20 percent system-wide in accordance with adopted SFPUC policies.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

[114] Unimpaired flow represents the natural water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code, establishing mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Local

City of San Mateo 2030 General Plan

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

Policy	Description
LU 4.4	Seek to ensure a safe and predictable water system for existing and future development by taking the following actions: 1. As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources and conservation efforts. 2. Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets, low-flow shower heads, and utilize drip irrigation while promoting high-efficiency washing machines and establishing an education program to improve water conservation practices.

Policy	Description
	3. Investigate the feasibility of developing reclaimed water facilities or ground water or treating stormwater runoff that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.
LU 4.7	Provide a sewer system which safely and efficiently conveys sewage to the wastewater treatment plant. Implement the Sewer System Management Plan (SSMP) to ensure proper maintenance, operations and management all parts of the wastewater collection system.
LU 4.16	Seek to ensure adequate gas, electric, and communication system to serve existing and future needs while minimizing impacts and existing and future residents by taking the following actions: 1. Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit. 2. Require all new developments to underground lines and provide underground connections when feasible. 3. Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.
LU 4.28	Seek to ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver a minimum fire hydrant flow of 2,500 gallons per minute to all areas of the City, except where a lesser flow is acceptable as determined by the Fire Chief. Ensure that new development does not demand a fire flow in excess of that available.
LU 4.31	Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.
LU 4.32	Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development.
LU 8.5	Implement actions to achieve Goal 8e which states: Reduce citywide gross water consumption per capita to 102 gallons/day. Reduce the residential per capita to 70 gallons/day. Potential supportive actions include: 1. Increase costs for residential and commercial waste collection and use increased waste collection revenue to provide waste reduction incentives. 2. Mandate recycling. 3. Require modifications within existing buildings to accommodate recycling bins. 4. Require mandatory segregation of recyclables for all public (on-street, parks, public buildings) waste collection. 5. Set aggressive waste reduction goals for all new development. 6. Provide expanded waste reduction outreach and support for local businesses and residential customers. 7. Support backyard composting while maintaining public health safeguards.
LU 8.6	Increase measured waste diversion to 50 percent in 2020 and maximum diversion 90 percent by 2050 by mandating recycling, setting aggressive waste reduction goals for all new development and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives.
LU 8.7	Establish a partnership with California Water Service (CWS), Bay Area Water Supply Conservation Agency and other mid-peninsula cities to promote the water reduction

Policy	Description
	strategies that are offered and to create an outreach program that will help inform residence and businesses of increase costs and the need for conservation efforts.

4.19.1.2 *Existing Conditions*

Water Service

The site is currently serviced by Cal Water, and is located within Cal Water's Mid-Peninsula Water District. Cal Water purchases water from the SFPUC to meet the City's water demand. The demand from the Mid-Peninsula Water District as a whole was 14,563 acre-feet per year in 2020 and forecasted to increase to 15,279 acre-feet per year in 2045.[115] The UWMP prepared for the Mid-Peninsula Water District determined that the majority of water demand stems from single-family residences (56.7 percent), followed by commercial uses (16.9 percent) and multi-family residences (14.8 percent). Water in San Mateo comes primarily from the Sierra Nevada, but also includes treated water produced by SFPUC from local watersheds and facilities in Alameda and San Mateo Counties. The UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until at least 2045. However, the UWMP indicates water supplies would be deficient in single- and multiple-dry years due to the implementation of the Bay-Delta Plan Amendment.

Existing eight-inch water lines are located in Concar Drive that are available to serve the project site.

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 approximately 150,000 people, 240 miles of collection system mainlines, 6,032 manholes, and 27 pump stations. San Mateo's WWTP is a jointly owned facility. Ownership of the WWTP facility is shared between San Mateo and Foster City/Estero Municipal Improvement District, with ownership respectively split approximately 75 percent and 25 percent. The WWTP collects wastewater from these two facility owners, plus portions of Hillsborough, Belmont, Crystal Spring Sanitation District, and the County of San Mateo, for treatment and eventual discharge into the San Francisco Bay. The City of San Mateo generated an estimated 7,043 acre feet per year (AFY) of wastewater in 2020.[116]

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.[117] 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

[115] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.
[116] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.
[117] San Mateo Clean Water Program. *Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project.* November 2017.

exceeded. San Mateo has recently updated the collection system model to better estimate peak flows and to project flows through 2035. According to the 2014 model, the peak wet weather flow (PWWF) that would be conveyed to the plant in 2035 (assuming there is adequate conveyance), is projected to be 98 mgd.[118] 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.[119]

There are no buildings currently on-site, and therefore the existing development does not generate wastewater. Existing 30-inch sewer mains are located in Concar Drive that are available to serve the project site.

Storm 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 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 project site is within the 16th Avenue Watershed minor drainage basin, which drains into the Marina Lagoon complex. Stormwater is collected in the Marina Lagoon and released into the San Francisco Bay.

The southern portion of the project site is developed with a 213-space surface parking lot that is operated by Caltrain and provides parking for the Hayward Park Caltrain Station, which is adjoined to the site's western border. Small, landscaped areas and a total of 50 trees are interspersed throughout the southern portion of the project site. The northern portion of the project site is a mix of paved and pervious surfaces that is used by Caltrain for vehicle and materials storage. In total, the 2.82-acre portion of the project to be developed is covered by 22,188 square feet of pervious surfaces and 100,687 square feet of impervious surfaces, equivalent to 18 and 82 percent, respectively.

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

[118] City of San Mateo. Final Environmental Impact Report, City of San Mateo Clean Water Program. April 2016.
[119] Clean Water Program. Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project. March 27, 2020. https://cleanwaterprogramsanmateo.org/wwtp/.

2034.[120] The remaining capacity at this facility is 22,180,000 cubic yards.[121]

There are no buildings currently on-site, and therefore the existing development does not generate solid waste.

4.19.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:					
a) 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?	☐	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒	☐
e) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

[120] Devincenzi, Monica. Municipal Relationship Manager, Republic Services. Personal Communication. February 27, 2019.
[121] California Department of Resources Recycling and Recovery (CalRecycle). "SWIS Facility Detail: Corinda Los Trancos Landfill (Ox Mountain) (41-AA-0002)". Accessed February 25, 2022. https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/3223

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Utilities and Service Systems Conclusion

The Rail Corridor Plan EIR concluded that implementation of the Rail Corridor Plan would result in less than significant impacts to utility and service systems with the implementation of the following mitigation measures.

- Mitigation Measure Utilities-CP1a: Cal Water and the City shall implement demand side management practices to reduce water demand.
- Mitigation Measure Utilities-CP1b: Cal Water shall continue to pursue development of a local water supply as identified in the Water Supply Assessment and the UWMP.
- Mitigation Measure Utilities-CP2: The City shall collect a development impact fee from all applicants of proposed development projects within the Corridor Plan Area prior to issuance of a building permit to defray the cost to construct improvements and upgrades to the wastewater conveyance system.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

Water Facilities

The project would rely on the existing water delivery system to supply water to the site. As discussed in Impact UTL-2 below, the project would incrementally increase the water demand in the City but would not require additional water supply other than what is currently allocated for the City by the Cal Water Mid-Peninsula District given the proposed residential uses are consistent with the Rail Corridor Plan and the demand projections used in the most recently adopted UWMP. No relocation or construction of water facilities is required by the proposed project. The project proposes two four-inch lateral connections along the western and eastern sides of the proposed building to the existing eight-inch water line in Concar Drive. Lateral connections to existing water lines would occur during grading of the site and would not result in significant environmental effects. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact)]**

Wastewater Treatment Facilities

Wastewater generated by the 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, and the WWTP is currently being upgraded and expanded to improve treatment capabilities and performance during heavy storm events The multi-family residential building would remove two existing sanitary sewer laterals and construct one 10-inch lateral sewer connection to an existing ##-inch sewer main Concar Drive. Construction of lateral connections would occur during grading and would not cause significant environmental effects. As required by Rail Corridor Plan EIR mitigation measures Utilities-CP2, the project proponent would be required to pay a development impact fee to defray the costs of improvements and upgrades to the wastewater conveyance system (such as the WWTP).

Consistent with the conclusions of the Rail Corridor Plan EIR, with implementation of mitigation measure Utilities-CP2, the project would have a less than significant impact on wastewater treatment facilities. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

Stormwater Drainage Facilities

The project would increase the level of stormwater runoff generated at the site. As it exists, approximately 18 percent of the project site is unpaved with landscaped and pervious areas allowing stormwater percolation, while stormwater runoff from the remaining 82 percent of the site enters existing storm drain inlets. Upon project completion, the project site would be developed with 105,817 square feet of impervious surface and 17,058 square feet of pervious surfaces. Impervious surface on site would increase from 82 percent to 86 percent as a result of the project, which would increase stormwater runoff.

The project would remove an existing storm drain inlet and storm drain line located in the northern portion of the project site, and install new catch basins and storm drains that would collect surface runoff and direct flows south to a proposed 18-inch storm drain line located in Concar Drive. Approximately 70 percent of stormwater runoff (during the 'design storm') would be treated by media filters, while the remaining 30 percent of runoff would be treated by self-retaining areas and bioretention areas that allow groundwater percolation. As discussed in Section 4.10, implementation of MRP-mandated treatment controls would provide reductions in the rate and volume of post-construction stormwater runoff discharged to the public storm drain system. Construction of new storm drainage infrastructure would occur during grading and would not cause significant environmental effects. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (Less than Significant Impact)]**

Electric Power and Telecommunication Facilities

The project would be served by existing electric power and telecommunication facilities in the area. Although the project would increase demand on these facilities, the increase would not be substantial as to require expansion of existing facilities or construction of new facilities. Connections to existing utility lines would occur during grading and would not result in significant environmental effects. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR. **[Same Impact as Approved Project (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. **[Same Impact than Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

The project individually falls below the 500-dwelling unit 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 is part of the Rail Corridor Plan which was the subject of a Water Supply

Assessment prepared in connection with the EIR. The project would intensify the demand for water use on the project site when compared to its current use.

2004 Rail Corridor Plan WSA

The project is part of the Rail Corridor Specific Plan that was the subject of a WSA prepared by the California Water Service Company (Cal Water) in 2004. Taking into account pre-existing water demands on parcels proposed for redevelopment within the Specific Plan, the forecast net new water demand for all planned uses under Scenario Z was 326 acre-feet-per-year (AFY). The WSA also forecast water demands over a twenty-year planning horizon between 2003 and 2023 throughout the Cal Water Mid-Peninsula service area (encompassing San Mateo and San Carlos and including Specific Plan Scenario Z), at 18,298 AFY, taking into account water conservation measures.

Cal Water receives supplies from water purchased from SFPUC, and in 2003 planned to develop additional local supplies utilizing groundwater. Cal Water's SFPUC supplied water for the Mid-Peninsula District was 18,072 AFY, and would be supplemented by 1,865 AFY of local supply (i.e. groundwater), for a total supply of 19,937 for the Mid-Peninsula District. Based on the comparison of supply and demand, Table 13 of the 2004 WSA forecast a surplus of 1,639 AFY in 2023, and concluded adequate water supplies would be available to meet demand, including new demand related to Scenario Z. Taking into account the other two Cal Water services areas (Bear Gulch and South San Francisco), Table 14 of the 2004 WSA forecast that 2023 supplies would exceed cumulative demands by 1,713 AFY. In a single dry year, the supply surplus would drop to as little as 66 AFY. In a multiple year drought scenario, a variety of water rationing and conservation programs would be implemented to substantially reduce demand, such that even taking into account reduced SFPUC supplies, supply would exceed demand by as much as 1,945 AFY in 2023.

2010 General Plan Update Water Supply Planning

A water supply assessment for a water demand project is required to account for a 20-year planning horizon, meaning the 2003-2023 timeframe evaluated in the 2003 Rail Corridor Plan WSA has nearly been reached. More recently, the City has undertaken water supply planning in 2009 in connection with the General Plan Update. The planning horizon for the General Plan Update was 2030. The Cal Water Mid-Peninsula water district (serving San Mateo and San Carlos) forecast 2030 demand was 19,472 AFY, with forecast supplies of 19,516, for a surplus of 44 AFY. Within the City of San Mateo, the increased demand associated with the General Plan Update planned growth was 3,599 from 2005 to 2030, which included water demand from continued implementation of the adopted 2004 Rail Corridor Plan. Given the forecast supplies would exceed forecast demands, the General Plan Update EIR concluded that sufficient water supplies were available to meet the demands of the proposed development anticipated under the then-proposed General Plan through 2030. Based on the foregoing, the proposed project's water demand is accounted for in the more recent (2009) water supply planning completed for the General Plan Update process, which found adequate water supplies available to meet demand through 2030.

Potential for Changed Circumstances - Water Supply and Demand

The water supply planning for the 2009 General Plan Update process encompassed water demand associated with the Rail Corridor Plan (and by extension the proposed project), and documented there were not substantially changed circumstances since preparation of the 2004 Rail Corridor Plan WSA;

however, the 2009 General Plan Update water supply analysis itself is now a decade old, begging the question whether there are changed circumstances not accounted for in that subsequent analysis. To help address the question whether circumstances have changed substantially since the 2004 Rail Corridor Plan WSA and the 2009 General Plan Update water supply planning, it is useful to look to the most recent Cal Water Urban Water Management Plan (UWMP) – the 2020 UWMP – to consider the most recent supply and demand projections.

Mid-Peninsula Water District 2020 Urban Water Management Plan

The 2020 UWMP forecasted demand through 2045 within the Mid-Peninsula Water District's service area under two scenarios, specifically with and without implementation of the Bay-Delta Plan Amendment (refer to the discussion in Section 4.19.1.1), which is the one major change in circumstance since the preparation of the 2004 Rail Corridor Plan EIR WSA. Without implementation of the Bay-Delta Plan Amendment, the 2020 UWMP concluded that water supplies purchased from the SFPUC could meet projected water demands (including those of the Rail Corridor Plan and proposed project) through 2045 during normal- and single- and multiple-dry year scenarios. However, with implementation of the Bay-Delta Plan Amendment, the Mid-Peninsula Water District would experience water supply shortages in both single- and multiple-dry year scenarios. Implementation of the Cal Water Service's water shortage contingency plan (and other conservation measures) would reduce the demand for water in the District's service area during single- and multiple-dry years. Additionally, Cal Water's development of alternative water supplies would ensure that there is not a water deficit.[122] Accordingly, since the proposed project is consistent with the project site's Rail Corridor Plan and General Plan land use designations, and therefore consistent with the water demand analyzed in the 2020 UWMP which found that water supplies would be available to serve future development, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact with Mitigation Incorporated)]**

As described in Section 4.19.1.2 Existing Conditions, the San Mateo WWTP currently can treat up to 60 mgd through primary treatment and 40 mgd through secondary treatment. During heavy rains, the WWTP's treatment capacity is regularly exceeded. According to an updated collection system model, the peak wet weather flow (PWWF) that would be conveyed to the plant in 2035 (assuming there is adequate conveyance), is projected to be 98 mgd, which exceeds existing treatment capacity.[123] The City's CWP has initiated capacity improvement projects in its collection system to manage flows to the WWTP, reducing WWTP influent PWWF down to 78 mgd. In 2019, the CWP has started construction on the upgrade and expansion of the WWTP, which will be done in

[122] Alternative water supplies include various applications of graywater reuse and recycled water supplies.
[123] City of San Mateo. Final Environmental Impact Report, City of San Mateo Clean Water Program. April 2016.

three phases over five years. The upgraded facilities will be designed to provide advanced treatment up to 21 mgd and allow the plant to better handle heavy storm events up to 78 mgd.[124]

The project is estimated to result in a net increase of approximately 46,755 gallons of wastewater per day.[125] On its own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP of 60 mgd. The increase in wastewater from the proposed project would be consistent with the expected growth of population and housing in the City that was used to analyze impacts from planned development associated with the 2030 General Plan and Rail Corridor Plan EIR (refer to Section 4.10 and 4.14). As noted in the Rail Corridor Plan EIR, the build out of the Rail Corridor Plan would add to existing deficiencies in the wastewater conveyance infrastructure in the Southern Trunk System. As required by Rail Corridor Plan EIR mitigation measure Utilities-CP2, the project would pay a development impact fee prior to issuance of building permits that would defray the cost of future improvements and upgrades to the existing wastewater infrastructure system. The Rail Corridor Plan EIR concluded that with implementation of Utilities-CP2, buildout of the Rail Corridor Plan would have a less than significant impact on wastewater treatment facilities.

For the reasons stated above, the proposed project would not result in a determination by the wastewater treatment provider that serves the project that it does not have adequate capacity to serve the project's projected demand. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

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. **[Same Impact as Approved Project (Less than Significant Impact)]**

The proposed project includes 191 residential units, which would introduce 495 additional residents to the City (refer to Section 4.14). The City has established solid waste generation rates of approximately 3.9 pounds of waste per resident per day.[126] The project would generate a gross total of approximately 86.94 tons of waste per year, which is miniscule in comparison with the 1.3 million tons per year accepted by the Ox Mountain Landfill.[127] Additionally, as noted under Impact UTL-5, the project would recycle 50 percent of demolition and construction debris. The project would not interfere with the City's goals of increasing measured waste diversion to a maximum diversion to 90 percent by 2050, as set forth by General Plan Policy LU-8.6.

The Rail Corridor Plan EIR determined that solid waste generated by buildout of the Rail Corridor Plan would not generate solid waste in excess of the Ox Mountain Landfill's capacity or interfere with the attainment of solid waste reduction goals. At the time of the Rail Corridor Plan EIR, the Ox Mountain Landfill had an estimated closure date of 2028 and a remaining capacity of 44.6 million

[124] Clean Water Program. Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project. March 27, 2020. https://cleanwaterprogramsanmateo.org/wwtp/.
[125]Based upon the CalEEMod standard estimate of wastewater comprising 85 percent of water use (water use is 55,006 gpd increase above existing conditions)
[126] City of San Mateo. Recycling, Compost, and Garbage. Accessed April 15, 2022. http://www.cityofsanmateo.org/index.aspx?NID=2076.
[127] Illingworth and Rodkin, Inc. *Air Quality and Greenhouse Gas Emissions Assessment, Hayward Park Station Project*. February 2022.

cubic yards. As anticipated by the Rail Corridor Plan EIR, the increasing percentage of solid waste that is diverted from landfills has pushed the estimated date of closure to 2034 and further reduced the impact of Rail Corridor Plan buildout on the Ox Mountain Landfill, which has a remaining capacity of 22.18 million cubic yards. Further, the City implements programs to reduce solid waste materials in landfills, and in 2015 achieved a landfill diversion rate of approximately 73 percent.[128]

For the reasons outlined above, the proposed project (which includes the provision of recycling services to residents) would not result in a substantial increase in waste landfilled at Ox Mountain Landfill, or be served by a landfill without sufficient capacity. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

Impact UTL-5:	The project would not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. **[Same Impact as Approved Project (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. Therefore, the project would not result in new or greater impacts than what were disclosed in the Rail Corridor Plan EIR.

[128] City of San Mateo. *Recycling, Compost, and Garbage*. http://www.cityofsanmateo.org/index.aspx?NID=2076. Accessed May 21, 2020.

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

State

Fire Hazard Severity Zones

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZs), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. FHSZs are divided into areas where the state has financial responsibility for wildland fire protection, known as state responsibility areas (SRAs), and areas where local governments have financial responsibility for wildland fire protection, known as local responsibility areas (LRAs). Homeowners living in an SRA are responsible for ensuring that their property is in compliance with California's building and fire codes. Only lands zoned for very high fire hazard are identified within LRAs.

4.20.1.2 *Existing Conditions*

Wildland fire hazards exist in portions of the western hills in City of San Mateo limits according to Very High Fire Hazard Severity Zones (VHFHSZ) mapping by the California Department of Forestry and Fire Protection. 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.

The project site is within the urbanized Rail Corridor Plan area and is not located in in or near SRAs or LRA lands classified as very high fire hazard severity zones.[129]

4.20.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒	☐

[129] California Department of Forestry and Fire Protection. *San Mateo Very High Fire Hazard Severity Zones in Local Responsibility Areas*. November 24, 2008.

	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:					
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒	☐

Rail Corridor Plan and Bay Meadows Specific Plan Amendment EIR – Wildfire Conclusion

Wildfire was added as a resource topic to Appendix G of the CEQA Guidelines in 2019. Therefore, impacts pertaining to wildfires were not specifically evaluated in the Rail Corridor Plan EIR, which was adopted in 2005.

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.[130] **[Same Impact as Approved Project (Less than Significant Impact)]**

[130] California Department of Forestry and Fire Protection. Fire Hazard Severity Zones Maps. Accessed December 8, 2021. https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/.

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of San Mateo

Christina Horrisberger – Director of Community Development
Wendy Lao – Associate Planner

6.2 CONSULTANTS

David J. Powers & Associates, Inc.
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Akoni Danielsen – President/Principal Project Manager
Matthew Moore – Associate Project Manager
Adam Garcia – Assistant Project Manager
Ryan Osako – Draftsperson/Graphic Artist

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Kittelson & Associates, Inc.
Transportation Consultants

Steer, Davies & Gleave, Inc.
Transportation Demand Management Consultant

SECTION 7.0 ACRONYMS AND ABBREVIATIONS

AMSL	Above mean sea level
AST	Aboveground storage tank
AFY	Acre feet year
ASTM	American Society for Testing and Materials
ADA	Americans with Disabilities Act
ACM	Asbestos-containing materials
APN	Assessor's Parcel Number
ABAG	Association of Bay Area Governments
ADT	Average daily traffic volumes
ADWF	Average dry weather flow
Leq	Average sound level
CalARP	California Accidental Release Prevention
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
EQ ZAPP	California Earthquake Hazards Zone Application
CalEEMod	California Emissions Estimator model
CEC	California Energy Commission
CalEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CalGreen	California Green Building Standards Code
CRHR	California Register of Historical Resources
Cal Water	California Water Service
CWS	California Water Service
CO2	Carbon dioxide
CO2e	Carbon dioxide equivalent
CO	Carbon monoxide

CUPA	Certified Unified Program Agency
CE	Chloroethene
CFC	Chlorofluorocarbons
DPW	City of San Mateo Department of Public Works
C/CAG	City/County Association of Governments of San Mateo County
CWP	Clean Water Program
CAP	Climate Action Plan
CFR	Code of Federal Regulations
CNEL	Community Noise Equivalent Level
CLUP	Comprehensive Airport Land Use Plan
CMP	Congestion Management Program
cy	Cubic yards
Ldn	Day-Night Average Sound Level
DTSC	Department of Toxic Substances Control
DPM	Diesel exhaust particulate matter
DPF	Diesel particulate filter
EV	Electric vehicle
EVA	Emergency vehicle access
ELAP	Environmental Laboratory Accreditation Program
ESL	Environmental screening levels
ESA	Environmental Site Assessment
EO	Executive Order
HSWA	Federal Hazardous and Solid Waste Amendments
GWP	Global warming potential
GHG	Greenhouse gases
HCP	Habitat conservation plan
HI	Hazard Index
HASP	Health and Safety Plan
HRA	Health Risk Assessment
HQTA	High Quality Transit Area
HREC	Historic REC
HFC	Hydrofluorocarbons
IIPP	Injury and Illness Prevention Program

I-280	Interstate 280
LOS	Level of Service
LRA	Local responsibility areas
LID	Low Impact Development
MEI	Maximally exposed individual
MTC	Metropolitan Transportation Commission
MBTA	Migratory Bird Treaty Act
MPG	Miles per gallon
MMTCO2e	Million metric tons of CO2e
MLD	Most Likely Descendent
EPA	United States Environmental Protection Agency
MBTE	Methyl tertiary-butyl ether
MRP	Municipal Regional Stormwater NPDES Permit
MPH	Miles per hour
NOD	Notice of Determination
NCCP	Natural community conservation plan
NOx	Nitrogen oxides
NO2	Nitrogen Dioxide
NHPA	National Historic Preservation Act of 1966
NRHP	National Register of Historic Places
NAHC	Native American Heritage Commission
NOI	Notice of Intent
N2O	Nitrous oxide
NPDES	National Pollutant Discharge Elimination System
NFIP	National Flood Insurance Program
O3	Ozone
OSHA	Occupational Health and Safety Administration
OITC	Outdoor-Indoor Transmission Class
OPR	Office of Planning and Research
PM	Particulate matter
PM2.5	Fine Particulate Matter
PM10	Coarse Particulate Matter
PCE	Peninsula Clean Energy

PFC	Perfluorocarbons
PDA	Priority Development Areas
PCB	Polychlorinated biphenyls
PPV	Peak Particle Velocity
PWWF	Peak wet weather flow
PCJPB	Peninsula Corridor Joint Powers Board
PG&E	Pacific Gas & Electric
ROG	Reactive organic gases
RWQCB	Regional Water Quality Control Board
RTP	Regional Transportation Plan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
RHNA	Regional Housing Need Allocation
RCP	San Mateo Rail Corridor Plan and Bay Meadows Specific Plan Amendment
SCH	State Clearinghouse
SPAR	Site Plan and Architectural Review
SDPA	Site Development Planning Application
SR	State Route
SamTrans	San Mateo County Transit District
SB	Senate Bill
SOx	Sulfur oxides
SHMA	Seismic Hazards Mapping Act
SWRCB	State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
STOPPP	Stormwater Pollution Prevention
SF6	Sulfur hexafluoride
SCS	Sustainable Communities Strategy
SMCEHS	San Mateo County Environmental Health Services
SEMS	Standardized Emergency Management System
SFHA	Special Flood Hazard Areas
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board

STC	Sound Transmission Class
SMCFD	San Mateo Consolidated Fire Department
SMPD	San Mateo Police Department
SMFCSD	San Mateo-Foster City School District
SMUHSD	San Mateo Union High School District
SSMP	Sewer System Management Plan
SRA	State responsibility areas
TOD	Transit Oriented Development
TDM	Transportation Demand Management
TAC	Toxic Air Contaminants
TSCA	Toxic Substances Control Act
TCE	Trichloroethene
TDML	Total Maximum Daily Load
TIA	Transportation Impact Analysis
TCR	Tribal Cultural Resources
USFWS	United States Fish and Wildlife Service
USACE	United States Army Corps of Engineers
UPS	United Parcel Service
UST	Underground storage tanks
UCL	Upper confidence level
UWMP	Urban water management plan
VDECS	Verified Diesel Emission Control Strategy
VMT	Vehicle miles traveled
VHFHSZ	Very High Fire Hazard Severity Zones
VOC	Volatile organic chemical
VIMS	Vapor intrusion mitigation system
Williamson Act	California Land Conservation Act
WWTP	Wastewater Treatment Plant