Initial Study
Bespoke (445 South B Street) Mixed-Use Project
File No. PA23-012

Prepared by

CITY OF SAN MATEO CALIFORNIA

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

October 2024

CITY OF SAN MATEO

Mitigated Negative Declaration

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

1. Project Title and Number:	445 South B Street "Bespoke" Mixed-Use Project
2. Lead Agency	City of San Mateo, Planning Division 330 W. 20th Avenue, San Mateo, CA 94403
3. Contact Person, Email and Phone Number	Manira Sandhir Planning Manager (650) 5220-7203 msandhir@cityofsanmateo.org
4. Project Location and APNs	302 East 4th Avenue (034-179-010) 407 South B Street (034-179-020) 415 South B Street (034-179-030) 445 South B Street (034-179-040) City Parking Lot - No Site Address (034-179-050) City Parking Lot - No Site Address (034-179-060)
5. Project Applicant	Preston O'Connell DTSM Talbots Ventures, LLC 180 Grand Avenue, Suite 1400 Oakland, CA 94610 (510) 466-1485 poconnell@harvestproperties.com
6. General Plan Designation	Downtown Retail Core
7. Zoning	CBD/R, Central Business District, Residential Overlay District
8. Description of Project	The 445 South B Street Mixed-Use project proposes to construct two buildings—a seven-

story residential building that would include 71 affordable units and the Center for Self-Help for the Elderly, and a six-story commercial building that would include 148,939 square feet of office and 13,995 square feet of retail/restaurant space.

FINDING

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

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

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

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

C. AIR QUALITY – The project will have a less than significant air quality impact with the implementation of conditions of approval identified in the Initial Study (attached).

D. BIOLOGICAL RESOURCES

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

MM BIO-1.2: If any tree removal, demolition and construction are scheduled during the nesting season, between February 1 and August 31 (inclusive), the applicant shall engage a qualified ornithologist to complete a pre-construction survey for nesting birds to ensure that no nests are disturbed during demolition, tree removal, or construction. During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to

the construction areas for nests. This survey shall be completed no more than 14 days prior to the initiation of any construction or demolition activities during the early part of the breeding season (February 1 through April 30 inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1 through August 31 inclusive).

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

If an active nest is found sufficiently close to work areas, prior to each phase of demolition and construction, the ornithologist shall submit a report identifying designated buffer zones to the City's Planning Division subject to the satisfaction of the Director of Community Development, or his/her designee.

E. **CULTURAL RESOURCES –** The project will have a less than significant impact on cultural resources with the implementation of conditions of approval identified in the Initial Study (attached).

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

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

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

I. **HAZARDS AND HAZARDOUS MATERIALS**

MM HAZ-1.1: Based on the history of the project site, areas of impacted soil, soil vapor, and/or groundwater may be encountered during construction activities. To establish appropriate management practices for handling and management of impacted soil, soil vapor, and groundwater that may be encountered during construction activities, the applicant shall submit a Site Management Plan (SMP) and Health and Safety Plan (HSP) to San Mateo County Environmental Health Department for review and approval. The SMP and HSP shall be designed and implemented to protect human health of construction workers, the public and the environment during site

preparation, grading, and excavation activities by including protocols, measures, and techniques for the proper handling, management, re-use and/or disposition of affected soil, soil vapor, and groundwater found on the site during such activities. The SMP and HSP shall be prepared by a qualified environmental engineering firm with demonstrated expertise and experience in the preparation of SMPs and HSPs and shall be stamped by an appropriately-licensed professional. Proof of County Environmental Health Department approval shall be provided to the City's Building Division and Planning Division prior to issuance of the first building permit, including demolition. The SMP and HSP shall be implemented by the applicant throughout all ground-disturbing work. Prior to dewatering during project construction, a Discharge Plan shall be prepared and submitted to the satisfaction of the Director of Public Works for approval.

J. HYDROLOGY AND WATER QUALITY

MM HYD-1.1: The applicant shall implement the following measures to reduce potential impacts to surface waters from contaminated groundwater in the site vicinity:

(A) The applicant shall notify the Regional Water Quality Control Board (RWQCB) prior to any construction dewatering required by the proposed project.

(B) The applicant shall have a qualified hydrogeologist collect groundwater samples at the project site prior to the issuance of any permits with construction dewatering activities. In light of the planned terminal depth of construction (which is below the water table), the project as planned will depress the groundwater at the site during excavation and construction activities. Accordingly, workers are not anticipated to be in direct contact with potentially contaminated groundwater at the site.

(C) Groundwater shall be treated such that it complies with discharge and reporting requirements of the Volatile Organic Compound (VOC) and Fuel General Permit (Order No. R2-2018-0050) or the effective permit at the time of construction and applicable water quality objectives as designated in the San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan), or hauled off-site for treatment and disposal at a permitted waste treatment facility. The applicant shall be responsible for demonstrating to the Director of Public Works or the Director's designee that the treatment and disposal requirements set forth in this mitigation measure have been met.

(D) The applicant shall dispose any contaminated groundwater that is dewatered from the project site during construction activities in

accordance with local and regional requirements for safe transport and disposal of contaminated groundwater.

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

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

M. NOISE

MM NOI-1.1: A Construction Noise Plan shall be prepared by the contractor that specifies hours of construction, noise minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The Construction Noise Plan shall demonstrate that noise levels during demolition or construction will not exceed 90 A-weighted sound level (dBA) at distance of 25 feet from the source of noise. The contractor shall submit the Construction Noise Plan to the City's Building Division subject to the satisfaction of the Community Development Director, or his/her designee, prior to the issuance of any demolition, building, and site development permit relating to the construction of the superstructure and prior to the pre-construction conference. At minimum, the Construction Noise Plan shall include:

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

(B) Quieter saws, cement mixers, cranes, dozers, excavators, graders, and pavers shall be selected. No individual device or piece of equipment shall produce a noise level exceeding 90 dBA at a distance of 25 feet from the source.

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

(D) Unnecessary idling of internal combustion engines for longer than five consecutive minutes shall be strictly prohibited.

(E) Stationary noise-generating equipment shall be located at a minimum distance of 30 feet from sensitive receptors and property lines. If they must be located within 30 feet of receptors and property lines, adequate muffling (with barriers or enclosures where feasible and appropriate) shall be used to reduce noise levels at the

adjacent receptors to 90 dBA. All temporary barriers used shall be eight feet in height at minimum, continuous from grade to top, with no cracks or gaps, and have a minimum surface density of three pounds per square foot (e.g., one-inch-thick wood fence boards).

(F) Utilize "quiet" air compressors and other stationary noise sources where technology exists.

(G) The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.

(H) Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise and vibration. The disturbance coordinator will determine the cause of the complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to reduce the noise impact as required by the Noise Control Plan. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

MM NOI-2.1: The applicant shall submit an acoustical study to evaluate the potential noise generated by mechanical equipment and demonstrate the necessary noise control to meet the City's daytime and nighttime thresholds of 60 and 55 dBA L_{50}, respectively, at existing and future residential receiving property lines; and of 65 and 60 dBA L_{50}, respectively, at existing and future office and commercial receiving property lines. Noise control features, such as selection of quiet units, sound attenuators, enclosures, and barriers shall be identified and evaluated to demonstrate that mechanical equipment noise would not exceed the City's limits at the receiving property lines. The noise control features identified by the acoustical study shall be incorporated into the project plans prior to issuance of a building permit for the superstructure.

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

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

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

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

R. **TRIBAL CULTURAL RESOURCES**

MM TCR-1.1: Prior to the issuance of a building permit for demolition, the applicant shall provide proof of an agreement with a qualified Native American representative to provide at least one cultural sensitivity training to construction personnel prior to grading activities. The Native American representative shall be traditionally and culturally affiliated with the geographic area as determined by the Native American Heritage Commission and shall conduct this training prior to grading activities.

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

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

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

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on November 4, 2024 any person may:

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

Manira Sandhir 9/27/24

Manira Sandhir, Planning Manager Date

Zachary Dahl 9/27/24

Zachary Dahl, Director of Community Development Date

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Appendix H: Noise and Vibration Assessment

Appendix I: Transportation Impact Assessment

Appendix J: Sanitary Sewer Evaluation

Appendix K: Shared Storm Drain Piping Capacity

All appendices are incorporated herein by reference.

Section 1.0 Introduction and Purpose

1.1 Purpose of the Initial Study

The City of San Mateo, as the Lead Agency, has prepared this Initial Study for the 445 S. B Street ("Bespoke") project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San Mateo, California.

The project proposes to demolish the existing four commercial buildings and City-owned surface parking lot in order to construct two buildings—a seven-story residential building that would include 71 affordable units and the center for Self-Help for the Elderly,[1] and a six-story commercial building that would include 148,939 square feet of office and 13,995 square feet of retail/restaurant space. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 Public Review Period

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

Manira Sandhir, Planning Manager
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403
msandhir@cityofsanmateo.org

1.3 Consideration of the Initial Study and Project

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

[1] The Self-Help for the Elderly is a non-profit organization that provides assistance and support to seniors. The existing facility operates at the City's Central Recreation Center (50 E 5th Ave, San Mateo, CA 94401).

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

445 South B Street "Bespoke" Mixed-Use Project

2.2 Lead Agency Contact

Manira Sandhir
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403
(650) 522-7211
msandhir@cityofsanmateo.org

2.3 Project Applicant

Preston O'Connell
DTSM Talbots Ventures, LLC
180 Grand Avenue, Suite 1400
Oakland, CA 94610
(510) 466-1485
poconnell@harvestproperties.com

2.4 Project Location and Assessor's Parcel Number

The approximately 1.16-acre project site[2] is comprised of six parcels and is bound by East 4th Avenue to the northwest, South Railroad Avenue to the northeast, South B Street to the southwest, and East 5th Avenue to the southeast, as summarized in Table 2.4-1 below.

Regional, vicinity, and aerial maps of the project site are shown on Figure 2.4-1, Figure 2.4-2, and Figure 2.4-3.

[2] Approximately 0.37-acres of the 1.16-acre site is the City-owned surface parking lot.

Table 2.4-1: Project Location Summary

Address	APN
302 East 4th Avenue	034-179-010
407 South B Street	034-179-020
415 South B Street	034-179-030
445 South B Street	034-179-040
City Parking Lot - No Site Address	034-179-050
City Parking Lot - No Site Address	034-179-060

2.5 General Plan Designation and Zoning District

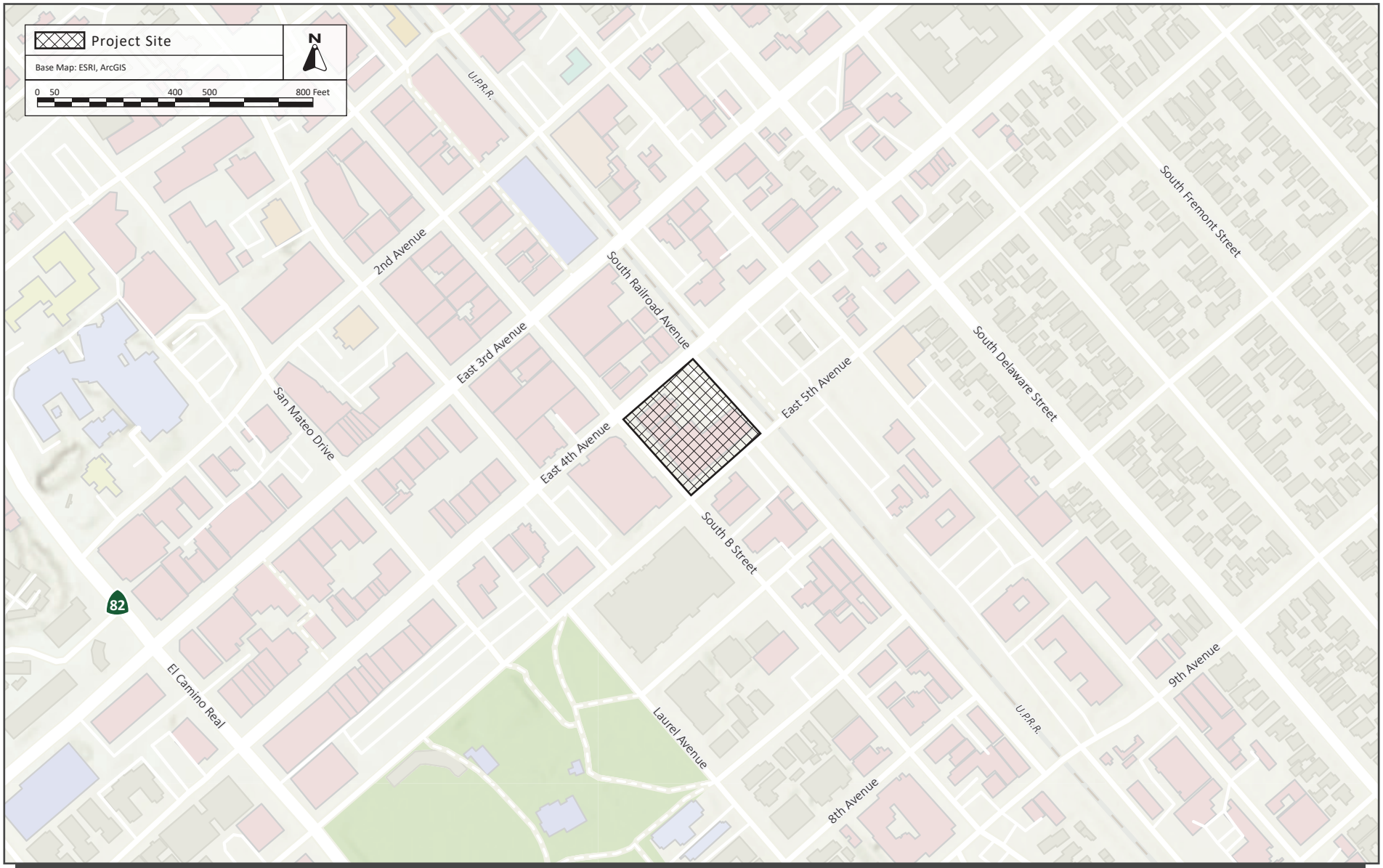
The project site has a Downtown Retail Core General Plan land use designation and is zoned CBD/R, Central Business District, Residential Overlay District.

2.6 Project-Related Approvals, Agreements, and Permits

The project would require the following discretionary and ministerial approvals from the City of San Mateo, and other public agencies noted below:

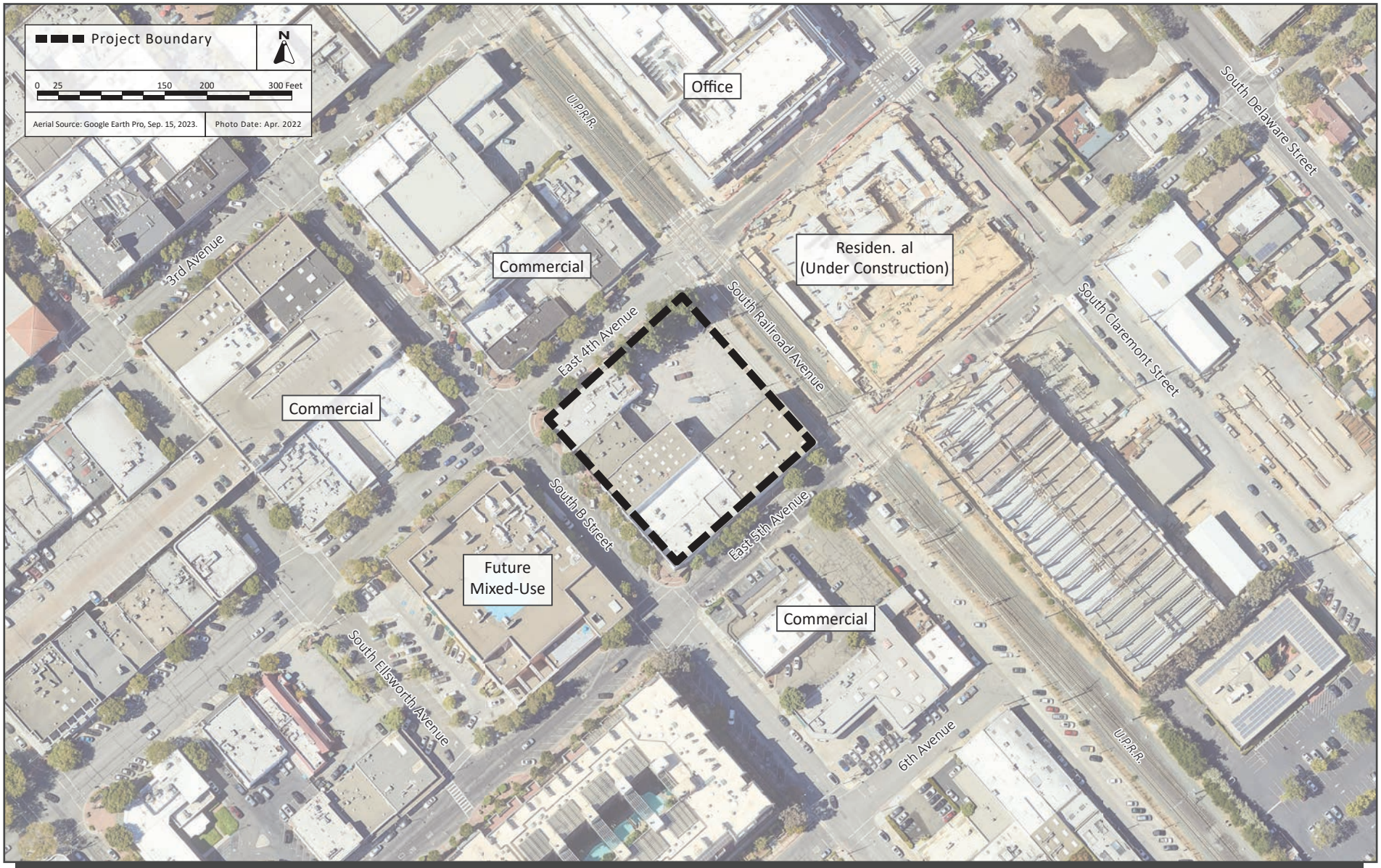
- Site Plan and Architectural Review (SPAR)
- Site Development Planning Application (SDPA)
- Disposition, Development and Loan Agreement (DDLA)
- Development Agreement (DA)
- Site Development Permit for Grading (Ministerial)
- Site Development Permit for Trees (Ministerial)
- Demolition Permit (Ministerial)
- Building Permit (Ministerial)
- Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit and Storm Water Pollution Prevention Plan (SWPPP)
- Bay Area Air Quality Management District (BAAQMD) stationary source permit for generator or other equipment

REGIONAL MAP | FIGURE 2.4-1



VICINITY MAP

FIGURE 2.4-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.4-3

Section 3.0 Project Description

3.1 Project Overview

The 445 South B Street Mixed-Use project proposes to construct two buildings—a seven-story residential building that would include 71 affordable units and the Center for Self-Help for the Elderly, and a six-story commercial building that would include 148,939 square feet of office and 13,995 square feet of retail/restaurant space. A breakdown of each of the proposed buildings is provided in Table 3.1-1: Project Development Summary below.

Table 3.1-1: Project Development Summary

	Residential Building	Commercial Building
Number of Stories	7	6
Residential Units	71	0
Self-Help SF	5,964	0
Office SF	0	148,939
Retail SF[1]	0	13,995[1]

Notes:
[1] Assumes retail could include restaurant uses.

3.1.1 Existing Setting

The project site is comprised of six parcels (approximately 1.16 acres) and is bound by East 4th Avenue to the northwest, South Railroad Avenue and the Caltrain right-of-way to the northeast, South B Street to the southwest, and East 5th Avenue to the southeast. The project site is currently developed with four commercial buildings,[3],[4] and a City-owned surface parking lot. There are 23 trees on-site, including 18 street trees. The project site is surrounded by a mix of commercial, residential, and parking lot uses. The project site is approximately 0.2 mile from the Caltrain San Mateo Downtown Station.

3.1.2 General Plan and Zoning

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

[3] The existing buildings are occupied by 14,800 square feet of retail, 3,400 square feet of fast casual dining (Pokeatery), and 5,700 square feet of restaurant (Tomatina).
[4] It is assumed that the existing uses employ approximately 60 persons (assumes 2.5 employees per 1,000 square feet of commercial/retail).

The project site is zoned CBD/R, Central Business District, Residential Overlay District. The purpose of the CBD/R district is to encourage the development of retail, cultural, entertainment, and community serving uses. Residential uses are permitted within this zoning district when they are part of a mixed-use development.

3.1.3 California State Density Bonus Law

The project would reserve 100 percent of the residential units for lower-income households (80% Area Median Income (AMI) or less), and therefore would qualify for an unlimited density bonus under the California State Density Bonus Law (California Government Code Sections 65915 – 65918). The base density for the project site is 58 units, therefore the project is requesting a 22 percent density bonus for a total of up to 71 residential units. The project is also eligible for up to four incentives or concessions.[5] 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.[6]

The project is requesting the following two concessions and five waivers:

- Concession request to exceed the applicable FAR limit of 3.0 to up to 4.90.
- Concession request to reduce the total private open space required for the project from 8,520 square feet to 4,000 square feet.[7]
- Waiver from the City's street wall area limitations in San Mateo Municipal Code Section 27.42 which imposes a maximum building envelope.
- Waiver from maximum bulk dimensions in San Mateo Municipal Code Section 27.40 for those portions of the commercial building above 55 feet. [8]
- Waiver to allow the commercial building to have a maximum building height of 85 feet (measured to the highest plate line)
- Waiver to allow the residential building to have a maximum building height 87 feet (measured to the highest plate line)
- Waiver from the City's required minimum residential unit size of 540 square feet (one-bedroom), 750 square feet (two bedroom), and 960 square feet (three bedroom). A total of 17 units would not meet this minimum requirement ; this includes seven of the one bedroom units (at minimum of 438 square feet) and ten of the three bedroom units (at a minimum of 952 square feet).

[5] 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.
[6] 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.
[7] The City requires 80 square feet of private open space per residential unit, or common open space of 150 percent of the private development.
[8] The maximum bulk dimensions are a limitation on the overall diagonal and plan dimension. The project would exceed the maximum 150 foot plan dimension by 77 feet.

3.2 Proposed Development

The project proposes to demolish the existing four commercial buildings and City-owned surface parking lot in order to construct a seven-story residential building and six-story commercial building with below grade parking, as shown on Figure 3.2-1 and Figure 3.2-2, respectively.

3.2.1 Residential Building

The proposed seven-story residential building would include 71 affordable units and the Self-Help Center for the Elderly.[9] The building would be approximately 80,484 square feet in size and 86 feet and two inches feet in height to the highest plate line and would have frontages on South Railroad Avenue and East 4th Avenue. The 71 residential units would consist of three studio units, 24 one-bedroom units, 22 two-bedroom units, and 22 three-bedroom units. The residential building would be assigned 37 below grade parking spaces.

3.2.1.1 *Ground Floor*

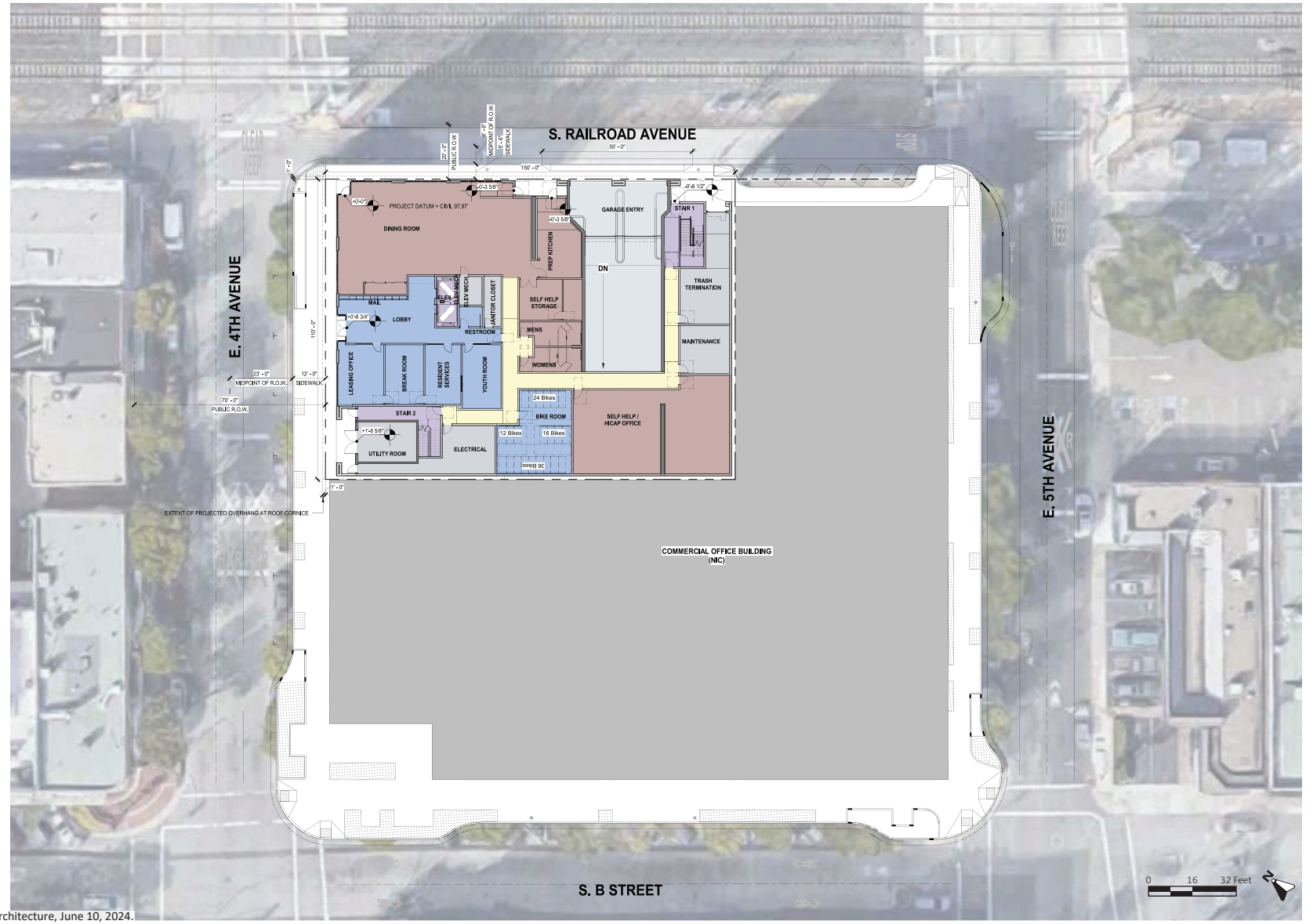
The ground floor of the residential building would include a lobby, leasing office, resident services office, youth room, bike room[10], storage, and a break room. Additionally, approximately 5,964 square feet of the ground floor would be dedicated to Self-Help for the Elderly. Amenities for the Self-Help for the Elderly would include a dining room, prep kitchen, storage, and office space.

3.2.1.2 *Floors Two through Seven*

Floors Two through Seven of the residential building would contain 71 residential units. A laundry room and community room would be provided on the second floor. An approximately 4,271 square foot courtyard terrace would also be provided on the second floor.

Conceptual elevations and rendering of the residential building are shown on Figure 3.2-3 and Figure 3.2-4.

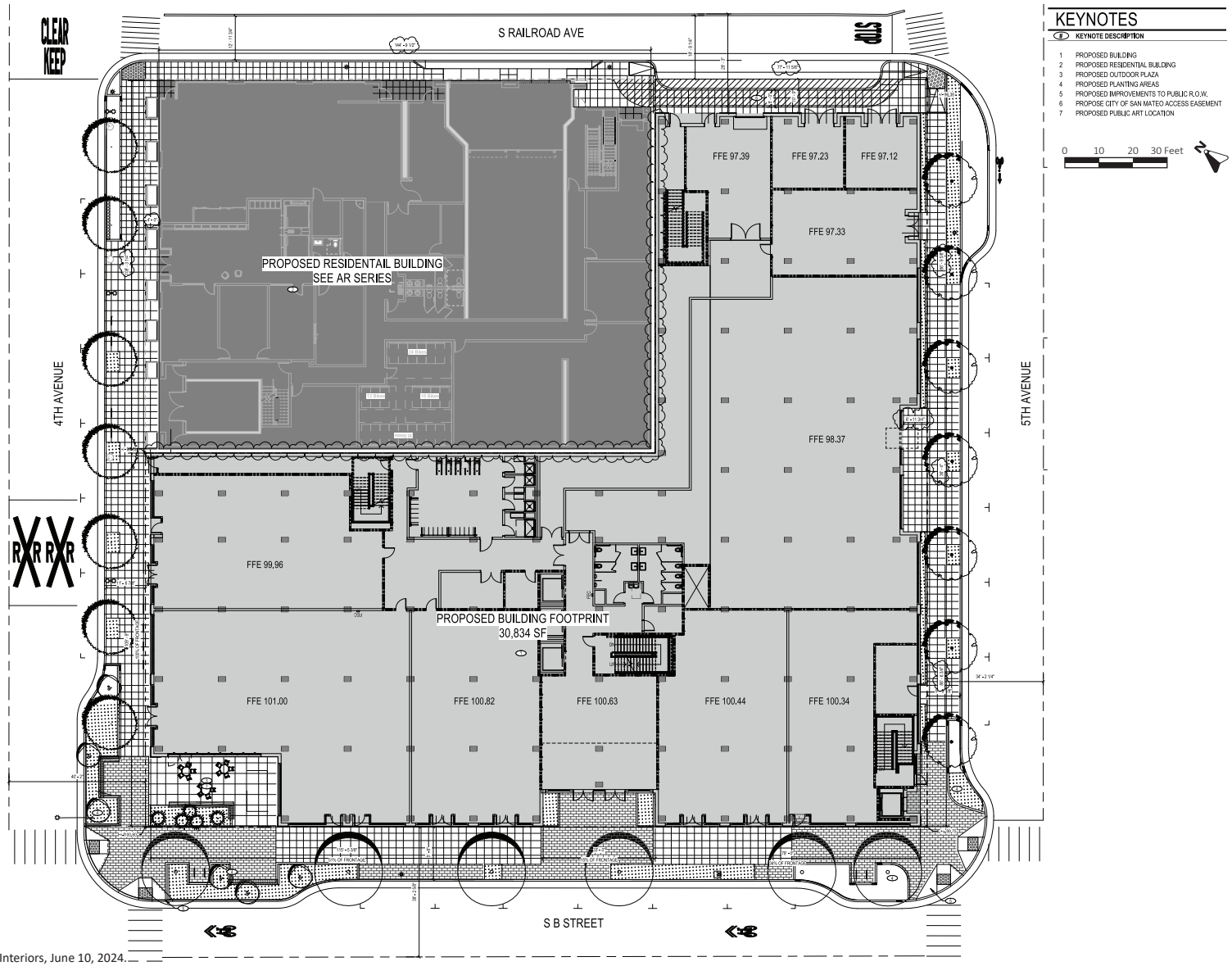
[9] The Self-Help Center for the Elderly would operate independent of the residential units.
[10] The bike room would accommodate up to 85 bicycles.



Source: BDE Architecture, June 10, 2024.

CONCEPTUAL SITE PLAN (RESIDENTIAL)

FIGURE 3.2-1



Source: RMW Architecture Interiors, June 10, 2024.

CONCEPTUAL SITE PLAN (COMMERCIAL)

FIGURE 3.2-2

EAST ELEVATION - SOUTH RAILROAD AVENUE

NORTH ELEVATION - EAST 4TH AVENUE

Source: BDE Architecture, June 10, 2024.

CONCEPTUAL BUILDING ELEVATIONS (RESIDENTIAL) | FIGURE 3.2-3

BLOCK ELEVATION - EAST 4TH AVENUE

SOUTH RAILROAD AND EAST 5TH AVENUE

SOUTH RAILROAD AND EAST 4TH AVENUE

Source: BDE Architecture, June 10, 2024.

CONCEPTUAL RENDERINGS (RESIDENTIAL)

FIGURE 3.2-4

3.2.2 Commercial Building

The six-story commercial building would include 148,939 square feet of office and 13,995 square feet of retail space.[11] The building would be 85 feet and nine inches in height to the highest plate line. The building would front the entire block of East 5th Avenue (between South B Street and South Railroad Avenue) and South B Street (between East 4th and East 5th Avenue), with some frontage on both East 4th Avenue and South Railroad Avenue.

The ground floor of the commercial building would include a lobby, office uses, bike storage[12] and all of the proposed retail square footage (13,995 square feet). Outdoor terraces would be provided on Floors Two through Six. A 450 kilowatt emergency diesel generator would be located on the roof of the building.

Conceptual elevations and rendering of the commercial building are shown on Figure 3.2-5 and Figure 3.2-6, respectively.

3.2.3 Parking and Site Access

Residential and commercial vehicle parking would be provided within one level of below-grade parking, which would be accessible via a driveway ramp on South Railroad Avenue. The parking garage would provide a total of 137 spaces. Office parking spaces would consist of 65 standard/compact stalls, 28 spaces within mechanical parking lifts, and seven Americans with Disabilities Act (ADA) compliant stalls; 52 office parking spaces would support electric vehicles (EV). Residential parking spaces would consist of 11 standard/compact vehicle stalls, 22 spaces within mechanical parking lifts, and three ADA-compliant stalls, 37 residential parking spaces would support EV. The office spaces may be available to residents and the public after hours and on weekends.

Primary pedestrian access to the residential building would be via the main entrance on East 4th Avenue, located approximately 50 feet west of the intersection with South Railroad Avenue. Additional pedestrian access would be provided via a doorway at the corner of East 4th Avenue and South Railroad Avenue, and additional service entrances located on East 5th Avenue and East 4th Avenue, west of the main entrance.

The project would improve the sidewalks immediately surrounding the project site. The sidewalks will generally be widened to include a retail spill-out zone, generous pedestrian through-zone, and landscaping buffer.

[11] For purposes of this Initial Study, it is assumed that 100 percent of the retail would be occupied by restaurant uses.
[12] The bike room would provide a total of 14 short-term and 56-long-term parking spaces.

WEST ELEVATION - SOUTH B STREET

NORTH ELEVATION - EAST 4TH AVENUE

SOUTH ELEVATION - EAST 5TH AVENUE

EAST ELEVATION - SOUTH RAILROAD AVENUE

Source: RMW Architecture Interiors, June 10, 2024.

CONCEPTUAL ELEVATIONS (COMMERCIAL)

FIGURE 3.2-5

CORNER OF EAST 4TH AVENUE AND SOUTH B STREET

RETAIL VIEWS

B STREET ELEVATION

5TH AVENUE ELEVATION

Source: RMW Architecture Interiors, June 10, 2024.

CONCEPTUAL RENDERINGS (COMMERCIAL) | FIGURE 3.2-6

3.2.4 Landscaping and Stormwater Controls

The project would remove all 23 existing trees on-site, all of which are protected trees.[13] All trees removed would be replaced in accordance with Municipal Code Section 27.71. The project would treat stormwater via mechanical treatment and bioretention. Landscaping along the project frontage would include street trees and raised and ground-level planter areas for low evergreen hedges, Kentia Palms, and grasses or accent plants, respectively.

3.2.5 Utility and Other Improvements

Utility services to the proposed project would be provided by the City of San Mateo (storm drain, sanitary sewer), the California Water Service (Cal Water) Bayshore District (water service), and Pacific Gas & Electric (PG&E) (electricity). The project would connect to existing water lines, storm drain pipes, and sanitary sewer mains in South B Street and East 5th Avenue. Stormwater treatment measures will be installed along South B Street, East 4th Avenue, and East 5th Avenue. Portions of an existing gas line within South B Street, East 4th Avenue, and East 5th Avenue would be relocated within the same streets. The gas line would not be upsized.

3.2.6 Green Building and Energy Efficiency Measures

The project would be designed for energy efficiency and water conservation in accordance with the latest California Green Building Standards Code (CALGreen). This includes mandatory installation of low-flow plumbing fixtures and low-water use landscaping. The proposed residential and office uses would conform to CALGreen standards. The proposed restaurant use would include natural gas plumbing.

3.2.7 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. The TDM Plan will include specific measures to be implemented by the project to reduce reliance on single-occupancy vehicle trips and vehicle miles traveled (VMT).

3.2.8 Construction

Construction of the project is estimated to take approximately 21 months. Construction activities associated with the proposed project include site clearing and demolition, basement garage excavation and soil removal, utility connections, building construction, frontage improvements, and landscaping. These construction activities will occur in accordance with Section 23.06.060 of the San Mateo Municipal Code, construction activities would occur between the hours of 7:00 AM and 7:00

[13] 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.

PM Monday through Friday, 9:00 AM and 5:00 PM on Saturdays, and 12:00 noon and 4:00 PM on Sundays and holidays. The project would excavate to a maximum depth of 19 feet and five inches. The project would not import soil and would export 33,500 cy of soil and 32,000 square feet of demolition debris. Based on the historic groundwater depth of 11 feet below grade surface, construction dewatering may be required. Construction dewatering would be temporary and would only occur during excavation activities and be limited in area and effect only the zone within the project's below-grade cut-off walls.

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). Mitigation measures are 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 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[14], and
- The project is located on an infill site within a transit priority area.[15]

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

Streets and Highway Code Sections 260 through 263

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

In San Mateo County, there are three state-designated scenic highways, including the SR 1 segment between south of Half Moon Bay to the Santa Cruz County line (approximately 11.1 miles southwest of the project site), Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County line (approximately three miles west of the project site), and the SR 35 segment between the SR 92

[14] An employment center project is defined by California Public Resources Code 21099 as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area."

[15] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: Office of Planning and Research. "CEQA Review of Housing Projects Technical Advisory." Accessed February 14, 2024. https://opr.ca.gov/docs/20190208-TechAdvisory-Review_of_Housing_Exemptions.pdf.

intersection to the Santa Cruz County Line (approximately 5.5 miles southwest of the project site). There are no state-designated scenic highways in the City of San Mateo.[16]

Regional and Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Alameda de las Pulgas (1.1 miles to the southwest), Crystal Springs Road (0.4 miles to the west), Polhemus Road (2.7 miles to the southwest), and State Route 92 (1.1 miles to the southeast) are County-designated scenic roads.[17]

City of San Mateo 2030 General Plan

Various policies and actions in the 2030 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.
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 2030 General Plan does not designate any scenic roadways in the City as locally scenic. The 2030 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.

[16] California Department of Transportation. "California Scenic Highway Mapping System." Accessed June 15, 2022. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways
[17] San Mateo County. General Plan Final Environmental Impact Report. January 2013.

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 SPAR process applies to new building construction, and projects involving historic buildings within the Downtown Area Plan. The SPAR process establishes the following specific findings that must be made to allow approval of new building construction:

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

City of San Mateo Protected Tree Ordinance

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

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

Downtown Area Plan

The Downtown Area Plan, adopted in May 2009, provides a framework for both new development and preservation of existing downtown resources. The Downtown Urban Design Plan (Figure 12 of Downtown Area Plan) identifies East 4th Avenue and East 5th Avenue as having street trees that unite areas on both sides of the Union Pacific Railroad (UPRR) railway.

4.1.1.2 *Existing Conditions*

Project Site

The project is located in the Downtown Area Plan area in northeast San Mateo. The project site is currently developed with four commercial buildings, and a City-owned surface parking lot. The buildings on site are primarily one- or two-story, reinforced concrete buildings with flat roofs. The project site contains 23 trees, including 18 street trees. Photos of the project site are shown in Photos 1 through 4.

Surrounding Area

The project site is located in an urban neighborhood with a mix of residential, commercial, and office uses. Structures in the surrounding area range between one and six stories. The project area is developed with a mix of land uses and architectural styles. As a result, no single design aesthetic is dominant. Commercial areas comprise primarily of stucco and simple architectural features. Nearby residential areas include early neighborhoods of San Mateo with original wood frame homes and modern apartment buildings.

Photos of the surrounding area are shown in Photos 5 through 8.

Scenic Views

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

The 2030 General Plan recognizes natural features as important scenic resources to the City, including San Mateo Creek (0.3 mile to the north), the San Francisco Bay shoreline (one mile to the east), Marina Lagoon (1.9 miles to the east), Laurel Creek (2.7 miles to the southeast), Sugarloaf Mountain (3.4 miles to the southwest), and certain undeveloped private lands around the College of San Mateo (3.4 miles to the southwest) and adjacent to Campus Drive (3.7 miles to the south). Low-lying scenic views from the shoreline, lagoon, and nearby creeks, including the nearest scenic resource, San Mateo Creek, are not visible from the project site due to intervening development between the creek and the project site. Elevated scenic views from the surrounding hills to the south and southwest are more than 1.5 miles away from the project site which, at that distance, are indistinguishable due to intervening multi-story downtown development.

Photo 1: View of site across South B Street and 5th Avenue Intersection, facing north.

Photo 2: View of site from across 5th Avenue, facing northwest.

PHOTOS 1 & 2

Photo 3: View of site from across South B Street, facing northeast.

Photo 4: View of site from South Railroad Avenue, facing south.

PHOTOS 3 & 4

Photo 5: View across 4th Avenue from site, facing northwest.

Photo 6: View across 5th Avenue from site, facing southeast.

PHOTOS 5 & 6

Photo 7: View across South B Street from site, facing southwest.

Photo 8: View across South Railroad Ave from site, facing east.

PHOTOS 7 & 8

Scenic Highways

One County-designated scenic road, Crystal Springs Road, is 0.5 mile northwest of the project site, although the site is not visible from this roadway.[18] Other County-designated scenic roads, including Alameda de las Pulgas (2.7 miles to the southwest[19]) and State Route 92 (2.5 miles to the southwest[20]), are not visible from the project site due to the flat topography and intervening multi-story buildings that encompass the Downtown Area Plan, while Polhemus Road (3.9 miles to the southwest[21]) is not visible from the project site due to intervening hillsides. The nearest state-designated scenic highway is the segment of I-280 from San Bruno to the Santa Clara County line, approximately three miles west of the site. The project site is not visible from the nearest portion of I-280 due to hillside topography to the east of the highway obscuring clear views of the project site.

Light and Glare

Sources of light and glare in the urban environment include streetlights, vehicular headlights, internal/external building lights, security lights, and reflective building surfaces and windows.

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. The nearest Caltrain Station is located 0.2 mile to the northeast, which places the project site within a Transit Priority Area.[22]

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

[18] Google Maps. Street View, Crystal Springs Road and North El Camino Real. Accessed January 9, 2024. https://bit.ly/33f2mG4.
[19] Google Maps. Directions, 445 South B Street to Alameda de las Pulgas. Accessed January 9, 2024. https://maps.app.goo.gl/CGSBMxcqDdAGH86aA
[20] Google Maps. Directions, 445 South B Street to CA-92. Accessed January 9, 2024. https://maps.app.goo.gl/QhoWWZN18cuaSbF48
[21] Google Maps. Directions, 445 South B Street to Polhemus Road. Accessed January 9, 2024. https://maps.app.goo.gl/BeWPT99EfpbaXHDT7
[22] Metropolitan Transportation Commission. Transit Priority Areas. 2021. Accessed February 10, 2024. https://www.arcgis.com/home/item.html?id=370de9dc4d65402d992a769bf6ac8ef5.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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?[23] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The project would intensify development of the site and change the character and views of the site itself. However, the project (which has a FAR of 4.95) is a residential and employment center project and is located on an infill site within a Transit Priority Area (as discussed under Section 4.1.1.2 Existing Conditions). Pursuant to SB 743 (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project would not, by statute, be significant, and are not discussed further in this Initial Study. Consistent with Public Resources Code section 21099(d)(2)(B), the project's impacts on cultural resources (including historic resources) were analyzed and discussed in Section 4.5 of this Initial Study and found to be less than significant.

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

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[24]

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.[25]

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.[26] 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.[27]

[24] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed September 6, 2023. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[25] California Department of Conservation. "Williamson Act." Accessed September 6, 2023. http://www.conservation.ca.gov/dlrp/lca.
[26] 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)).
[27] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed September 6, 2023. http://frap.fire.ca.gov/.

4.2.1.1 *Existing Conditions*

The project site, which is within a heavily urbanized area in the Downtown, is developed with four commercial buildings, and a City-owned parking lot. The project site has a Downtown Retail Core land use designation and is zoned CBD/R which permits high-density mixed-use development. Agricultural uses are not defined as a permitted or conditional use in the CBD zoning district or /R overlay zoning designation.

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.[28] 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.[29]

No lands adjacent to the project sites are used for agricultural production, forest land, or timberland.

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on 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?	☐	☐	☐	☒

[28] California Natural Resources Agency. *San Mateo County Important Farmland 2018.* September 2019. Accessed September 6, 2023. https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanMateo.aspx

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒

a) Would the project 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?

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. **(No Impact)**

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

As discussed in Section 4.2.1.2 Existing Conditions, the project site is zoned CBD/R 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 agricultural use or a Williamson Act contract. **(No Impact)**

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

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. **(No Impact)**

d) Would the project result in a loss of forest land or conversion of forest land to non-forest use?

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. **(No Impact)**

e) Would the project 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?

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. **(No Impact)**

4.3 Air Quality

The following discussion is based, in part, on an Air Quality and Health Risk Assessment prepared by Ramboll US Consulting, Inc. A copy of the report, dated May 6, 2024, is attached to this Initial Study as Appendix A.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Criteria air pollutants are pollutants that have established federal or state standards for outdoor concentrations to protect public health. Pursuant to the federal and state Clean Air Act, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established and enforce the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively. The NAAQS and CAAQS address the following criteria air pollutants: ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter with a diameter of 10 microns or less (PM_{10}), particulate matter with a diameter of 2.5 micros or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead. The CAAQS also includes visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Toxic Air Contaminants

Toxic air contaminants (TACs) include airborne chemicals that are known to have short- and long-term adverse health effects. 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). Unlike criteria air pollutants, which have a regional impact, TACs are highly localized and regulated at the individual emissions source level.

DPM 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).[30] Chemicals in diesel exhaust, such as benzene and formaldehyde, are also TACs identified by the CARB.

An overview of the sources of criteria pollutants and TACs, as well as their associated health effects, is provided in Table 4.3-1.

[30] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed December 21, 2023. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

Table 4.3-1: Sources and Health Effects of Criteria Air Pollutants and Toxic Air Contaminants

Pollutants	Description and Sources	Primary Effects
Ozone (O_3)	O_3 is a secondary criteria air pollutant that is the result of a photochemical (sunlight) reaction between reactive organic gases (ROG) and nitrogen oxides (NO_x). Pollutants emitted by motor vehicles, power plants, industrial boilers, refineries, and chemical plants are the common source for this reaction. High O_3 levels are caused by the cumulative emissions of ROG and NO_X. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Commons sources of ROG and NO_x are vehicles, industrial plants, and consumer products.	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	NO_2 is a reactive gas that combines with nitric oxide (NO) to form NO_x. NO_2 the byproduct of fuel combustion with common sources of NO_2 being emissions from cars, trucks, buses, power plants, and off-road equipment. Sources of NO_2 include motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions.	• Aggravation of respiratory illness • Reduced visibility
Carbon Monoxide (CO)	CO is a colorless, odorless, and toxic gas that is the product of incomplete combustion of carbon-containing substances (e.g., when something is burned). Common outdoor sources of CO include mobile vehicles (passenger cars and trucks) and machinery that burn fossil fuels.	• Interferes with oxygen delivery to the body's organ due to binding with the hemoglobin in the blood • Fatigue, headaches, confusion, and dizziness
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Particulate Matter is any material that is emitted as liquid or solid particles or a gaseous material, such as dust, soot, aerosols, and fumes. PM_{10} and $PM_{2.5}$ are both small enough particulates to be inhaled into the human lungs, and $PM_{2.5}$ is small enough to deposit into the lungs, which poses an increased health risk compared to PM_{10}. Typical sources of particular matter include stationary combustion of solid fuels, construction activities, vehicles, industrial processes, and atmospheric chemical reactions.	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Sulfur Dioxide (SO_2)	SO_2 is a pungent and colorless gaseous pollutant the is part of the sulfur oxides (SO_x) group and is the pollutant of greatest concern in the SO_x group. SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter pollution. SO_2 is primarily formed from fossil fuel combustion at power plants and other industrial facilities. Sources of SO_2 include motor vehicles, locomotives, ships, and off-road diesel equipment that are operated with fuels that contain high levels of sulfur. Industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing.	• Aggravation of respiratory illness • Respiratory irritation such as wheezing, shortness of breath and chest tightness • Increased incidence of pulmonary symptoms and disease, decreased pulmonary function

Pollutants	Description and Sources	Primary Effects
Lead	Lead is a naturally occurring element that can be found in all parts of the environment including the air, soil, and water. As an air pollutant, lead is present in small particles. The most common historic source of lead exposure was the past use of leaded gasoline in motor vehicles. The exhaust resulting from use of leaded gasoline would release lead emissions into the air. Now, major sources of lead in the air are from ore and metals processing plants and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters.	• Adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system
Toxic Air Contaminants (TACs)	TACs include certain air pollutants known to increase the risk of cancer and/or other serious health effects that range from eye irritation, respiratory issues, and neurological damage. Sources of TAC include, but are not limited to, cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; and building materials and products.	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

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

<u>Clean Air Act</u>

At the federal level, the 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): PM, O_3, CO, SO_2, NO_2, and lead.[31]

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.

[31] NO_x is the group of nitrogen compounds (NO_2 and nitric oxide [NO]) that typically represents NO_2 emissions because NO_2 emissions contribute the majority of NO_x exhaust emissions emitted from fuel combustion.

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.

Diesel 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, this 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 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 federal and state air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (CAP). The 2017 CAP focuses on the following two related BAAQMD goals and how to achieve them:

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TAC; and
- Protect the climate by reducing Bay Area GHG emissions 40 percent below 1990 levels by 2040 and 80 percent below 1990 levels by 2050.[32]

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. The latest CEQA Air Quality Guidelines are the 2022 CEQA Air Quality Guidelines adopted on April 20, 2023 by the Air District Board of Directors.

[32] Bay Area Air Quality Management District. *Final 2017 Clean Air Plan.* April 19, 2017. Page 12.

Local

City of San Mateo 2030 General Plan

Various policies and actions in the 2030 General Plan have been adopted to avoid or mitigate impacts to air quality resulting from planned development within the City, including the following:

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

4.3.1.3 *Existing Conditions*

The San Francisco Bay Area (Bay Area) Air Basin is designated a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and for the state O_3, PM_{10}, and $PM_{2.5}$ standards.[33,34] The area has attained both NAAQS and CAAQS for CO, SO_2, and NO_2. As the regional air district, BAAQMD is responsible for attaining the NAAQS and CAAQS for these pollutants. As part of an effort to attain and maintain ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$, BAAQMD has established thresholds of significance for these air pollutants and their precursors that apply to both construction period and operational period impacts. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the

[33] Bay Area Air Quality Management District. "Air Quality Standards and Attainment Status." Accessed February 14, 2024. https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status

[34] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of SO2 or lead. These criteria pollutants are not discussed further.

eastern and southern inland valleys where temperatures are higher, there is less wind circulation, and sources of the precursor pollutants (ROG and NO_x) are prominent. In the Bay Area, most particulate matter is generated from the following activities: combustion, factories, construction, grading, demolition, agriculture, and motor vehicles. Motor vehicles are currently responsible for about half of particulates in the Bay Area. Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

The nearest sensitive receptors are residences (the Gramercy building) located approximately 150 feet south of the project site on 5th Avenue and the Kiku Crossing Apartments located approximately 85 feet east of the project site across the railroad tracks.

4.3.2 Impact Discussion

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

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

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 April 2023 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 4.3-3 below lists the BAAQMD health risk and hazards thresholds for single-source and cumulative-sources.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds

Criteria Air Pollutant	Construction Thresholds*	Operation Thresholds	Operation Thresholds
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Annual Average Emissions (tons/year)
ROG and 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	

Notes: ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$= fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; CO = carbon monoxide

* The Air District recommends for construction projects that require less than one year to complete, lead agencies should annualize impacts over the scope of actual days that peak impacts would occur rather than over the full year. Additionally, for phased projects that results in concurrent construction and operational emissions. Construction-related exhaust emissions should be combined with operational emissions for all phases where construction and operations overlap.

Source: Bay Area Air Quality Management District. *2022 California Environmental Quality Act Air Quality Guidelines*. April 2023. Pages 3-5 and 3-6.

Table 4.3-3: BAAQMD Health Risks and Hazards Thresholds

Health Risk	Single Source	Combined Cumulative Sources
Cancer Risk	10 per one million	100 per one million
Non-Cancer Hazard Index	1.0	10.0
Annual $PM_{2.5}$ Concentration	0.3 $\mu g/m^3$	0.8 $\mu g/m^3$ (average)

Notes: $\mu g/m^3$ = micrograms per cubic meter; $PM_{2.5}$= fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

Thresholds are applicable to construction and operational activities.

Source: Bay Area Air Quality Management District. *2022 California Environmental Quality Act Air Quality Guidelines*. April 2023. Pages 3-5 and 3-6.

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

2017 Clean Air Plan

The proposed project would not conflict with the 2017 CAP because the project would not result in the generation of construction criteria air pollutants and/or precursors that exceed the thresholds shown in Table 4.3-2 above. In addition, the project falls below the BAAQMD operational criteria air pollutants screening thresholds of 638 dwelling units, 765,000 square feet and 204,000 square feet for the "Apartment, low-rise," "General office building," and "Strip Retail" land use types, respectively as described below. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, the project is considered urban infill and would be located near bike facilities and transit with regional connections. Implementation of the project would not prevent BAAQMD or partner agencies from continuing progress toward attaining State and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. For these reasons, the project would not result in a significant impact related to inconsistency with the 2017 CAP.

Criteria Air Pollutant Emissions

According to the BAAQMD thresholds, a project that generates more than 54 pounds per day of ROG (reactive organic gases), NO_x, or $PM_{2.5}$, or 82 pounds per day of PM_{10} would be considered to have a significant impact on regional air quality. The BAAQMD developed screening criteria to provide lead agencies with an indication of whether a project could result in significant construction- and operational-related criteria air pollutant emissions. If a project is determined to be below the BAAQMD's screening criteria, then the project is said to have less than significant air quality impacts and no further analysis is required under CEQA.

Construction Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2022.1 was used to estimate emissions from project construction. Construction emissions were modeled based on equipment list and schedule information provided by the applicant. CalEEMod defaults for the associated land use and size were used where project-specific information was unavailable. Details about the equipment list, construction schedule, modeling, data inputs, and assumptions are included in Appendix A. Table 4.3-4 below summarizes the unmitigated annualized average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project.

Table 4.3-4: Project Construction Period Emissions

Year	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Annualized Daily Construction Emissions (pounds/day)[1]				
2026	1.4	2.3	0.034	0.033
2027	12	2.8	0.025	0.024
BAAQMD Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 455 South B Street (Bespoke) Commercial/Residential Mixed-Use Project.* May 6, 2024.

As shown in Table 4.3-4, the average daily emissions of ROG, NOx, PM_{10}, or $PM_{2.5}$ generated by project construction would not exceed BAAQMD thresholds. In addition, the project would implement the standard conditions of approval below, consistent with City requirements. Implementation of Conditions of Approval AIR-1 would further reduce construction emissions (refer to checklist question c).

<u>Conditions of Approval AIR-1:</u>

The following provision to control traffic congestion, noise, and dust shall be followed during site excavation, grading, and construction:

(A) Construction activities related to the issuance of any Public Works permit shall be restricted to the weekday between 7:00 a.m. and 7:00 p.m. Please note, however, that no work shall be allowed to take place within the City right-of-way after 5:00 p.m. In addition, no work being done under the issuance of a Public Works encroachment permit may be performed on the weekend unless prior approvals have been granted by Public Works. Earth haul and materials delivery to and from the site, including truck arrivals and departures to and from the site, will be prohibited between the weekday hours of 4:00 p.m. and 5:30 p.m. Signs outlining these restrictions shall be posted at conspicuous locations on-site. The signs shall be per the City Standard Drawing for posting construction hours. The sign shall be kept free of graffiti at all times. Contact the Public Works Department to obtain sample City Standard sign outlining hours of operation.

The allowed hours of Public Works construction activities may be waived or modified through an exemption, for limited periods, if the Director of Public Works or designee finds that:

a. The following criteria are met:
   i. Permitting extended hours of construction will decrease the total time needed to complete the project thus mitigating the total amount of noise associated with the project as a whole; or

ii. Permitting extended hours of construction are required to accommodate design or engineering requirements, such as a large concrete pour. Such a need would be determined by the project's design engineer and require approval of the Director of Public Works or designee.

iii. An emergency situation exists where the construction work is necessary to correct an unsafe or dangerous condition resulting in obvious and eminent peril to public health and safety. If such a condition exists, the City may waive any of the remaining requirements outlined below.

iv. The exemption will not conflict with any other condition of approval required by the City to mitigate significant impacts.

v. The contractor or owner of the property will notify residential and commercial occupants of property adjacent to the construction site of the hours of construction activity which may impact the area. This notification shall be provided three days prior to the start of the extended construction activity.

vi. The approved hours of construction activity will be posted at the construction site in a pace and manner that can be easily viewed by any interested member of the public. The sign will also include 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.

The Director of Public Works or designee may revoke the exemption at any time if the contractor or owner of the property fails to abide by the conditions of exemption or if it is determined that the peace, comfort, and tranquility of the occupants of adjacent residential or commercial properties are impaired because of the location and nature of the construction. The waiver application shall be submitted to the Public Works Construction Inspector 10 working days prior to the requested date of waiver.

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

(C) All vehicle speeds on the unpaved roads shall be limited to 15 miles per hour.

(D) Newly disturbed soil surfaces shall be watered down regularly by a water truck or by other approved method maintained on site during all grading operations. Construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems. Wash down of dirt and debris into storm drain systems will not be allowed.

(E) 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.

(F) Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation.

(G) All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site.

(H) Prior to issuance of any permit, the applicant shall submit any applicable pedestrian or traffic detour plans, to the satisfaction of the Director of Public Works or designee, for any lane or sidewalk closures. The detour plan shall comply with Part 6, Temporary Traffic Control, of the State of California Manual of Uniform Traffic Control Devices (MUTCD), 2012, and standard construction practices.

Therefore, the project's construction period emissions would have a less than significant impact.

Operational Period Emissions

Operational period criteria pollutant emissions associated with the project would be generated primarily from vehicles driven by future restaurant/retail customers, office occupants and residents, and to a lesser extent by waste disposal and daily energy and water usage. The proposed project falls below the BAAQMD operational criteria air pollutants screening thresholds of 638 dwelling units, 765,000 square feet and 204,000 square feet for the "Apartment, low-rise," "General office building," and "Strip Retail" land use types, respectively. The project proposes a mix of uses, and the residential component of 71 units is approximately 11 percent of the screening level of 638 dwelling units, the office component of 148,939 square feet is approximately 19 percent of the screening level of 765,000 square feet, and the retail component of 13,995 square feet is approximately seven percent of the screening level of 204,000 square feet. Collectively, the size of the proposed mixed-use development equates to 37 percent of the screening level, equivalent to less than half the size of a mixed-use development that would exceed the BAAQMD screening criteria and warrant a detailed operational period criteria air pollutant emissions analysis. Further, the project site is located in proximity to high quality transit and would implement a TDM plan that achieves a 25 percent reduction in vehicle trips. Therefore, the project would result in a less than significant air quality impact due to operational-related criteria air pollutant emissions.

For the reasons stated above, the project would not disrupt or hinder the implementation of the 2017 CAP. **(Less than Significant Impact)**

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

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 discussed under checklist question a), the project size is below the BAAQMD screening threshold for operational criteria air pollutant emissions, which conservatively means its operational emissions would not exceed BAAQMD's operational criteria air pollutant emissions thresholds. In addition, based on the project's computed construction criteria pollutant emissions (refer to Table 4.3-3) and the BAAQMD construction best management practices (BMPs) that would be implemented during construction activities, see below Condition of Approval COA AIR-2 in c), construction criteria pollutant impacts would also be below BAAQMD's emission thresholds. Because the project would have less than significant criteria pollutant impacts, it would not result in a cumulatively considerable contribution to any criteria pollutants for which the region is in non-attainment. **(Less than Significant Impact)**

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

Fugitive Dust

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. The City requires all projects to implement the dust control measures identified in BAAQMD's CEQA Air Quality Guidelines as a condition of approval (refer to Condition of Approval AIR-1 above).

Consistent with the BAAQMD CEQA Air Quality Guidelines, implementation of Condition of Approval AIR-1 would reduce potential impacts from construction dust to a less than significant level.

Community Health Risk Assessment

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

Project construction activity would generate dust and equipment exhaust that would affect nearby sensitive receptors. During project operation, the project would generate emissions associated with traffic consisting of mostly light-duty vehicles, as well as monthly testing of the diesel generator. 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 was also assessed in terms of the cumulative risk which includes the project's contribution.

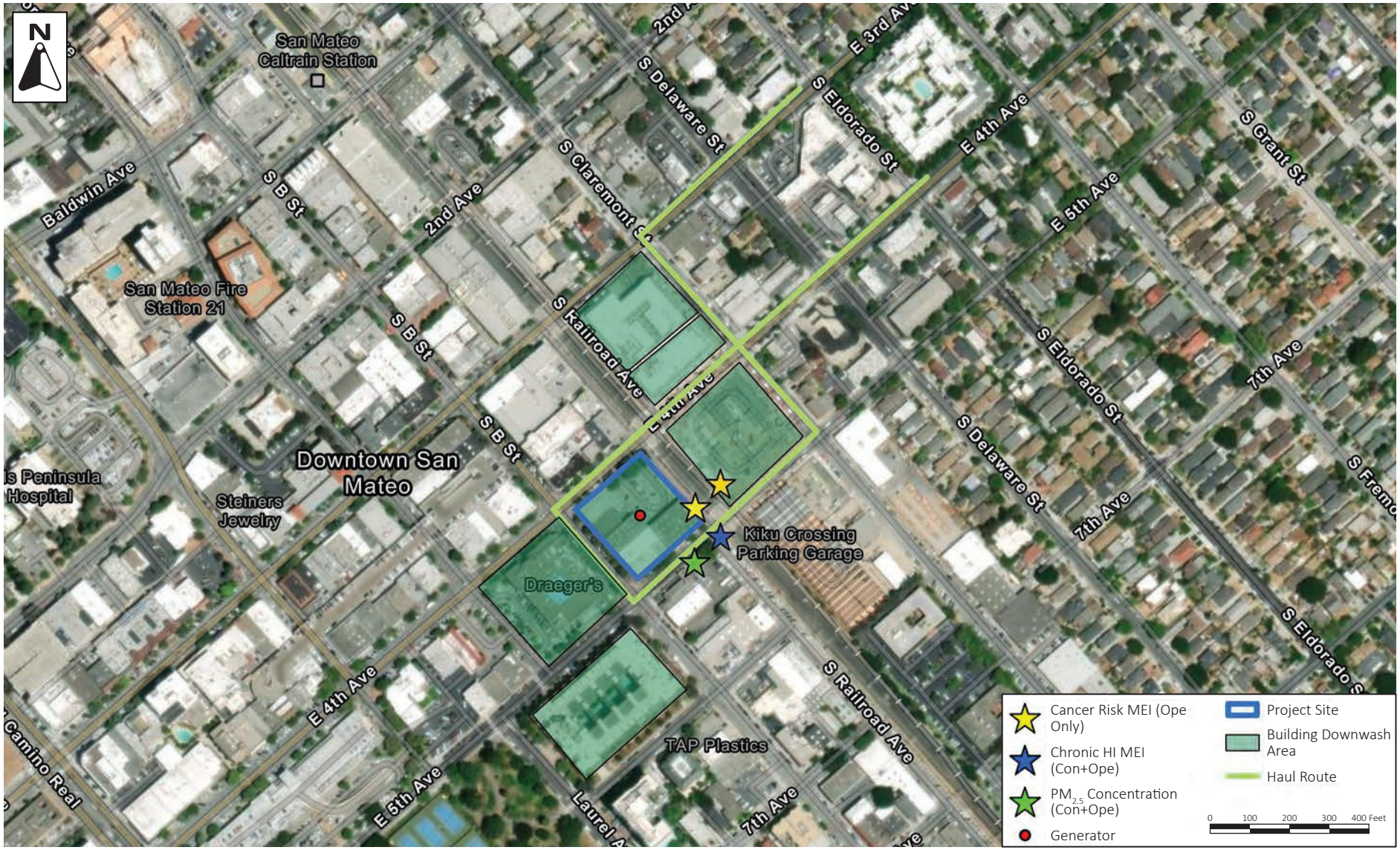
Community risk impacts were addressed by predicting increased cancer risk, the increase in annual $PM_{2.5}$ concentrations and computing the Hazard Index (HI) for non-cancer health risks. The risk impacts from the project are the combination of risks from construction and operation sources. These sources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

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

Community Health Risk from Project Construction

The maximum cancer risk (i.e., the MEI) as a result of the project would occur at an offsite resident located at 400 East 5th Avenue. The maximum annual $PM_{2.5}$ concentration and HI exposure (i.e., the MEI) would occur at an offsite worker at 306 East 5th Avenue. Figure 4.3-1 shows the location of the MEIs in relation to the project site.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Although construction exhaust air pollutant emissions would not contribute substantially to existing or projected air quality violations (see checklist question a) above), 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 MEIs.



Source: Ramboll, May 6, 2024.

LOCATION OF OFF- AND ON-SITE MEI

FIGURE 4.3-1

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

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ (µg/m^3)	Hazard Index
Project Construction			
Uncontrolled	8.1	**0.48**	0.017
Controlled	8.07	0.24	0.017
BAAQMD Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	**No**	**No**	**No**

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 455 South B Street (Bespoke) Commercial/Residential Mixed-Use Project.* May 6, 2024.

As shown in Table 4.3-5, the annual $PM_{2.5}$ concentration from project construction activities at the MEI location would exceed the BAAQMD single-source significance threshold if uncontrolled. However, with the implementation of best management practices for fugitive dust (refer to Condition of Approval AIR-1), the annual $PM_{2.5}$ concentration from project construction activities at the MEI location would be reduced to 0.24 µg/m^3 which is below the applicable thresholds of 0.3.

Community Health Risk from Project Operation

Operation of the project would generate emissions from mobile sources (i.e., traffic) and stationary sources (i.e., the project's proposed generator). While these emissions would not be as intensive at or near the project sites as construction activity, they would contribute to long-term effects to sensitive receptors. Table 4.3-6 below summarizes maximum cancer risks, $PM_{2.5}$ concentrations, and hazard index from project construction activities at the off-site MEIs.

Table 4.3-6: Project Operational Impacts at Off-Site MEI

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ (µg/m^3)	Hazard Index
Operation (Generator)	1.8	0	0
BAAQMD Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	**No**	**No**	**No**

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 455 South B Street (Bespoke) Commercial/Residential Mixed-Use Project.* May 6, 2024.

As shown in Table 4.3-6, the project's operational impacts at off-site MEIs would be below BAAQMD thresholds. Additionally, per BAAQMD, roadways with less than 10,000 total vehicles per day are considered a low-impact source of TACs. Based on the project's trip generation estimates, the project would result in a net increase of 1,092 trips per day. Therefore, operation-related community health risk impacts would be less than significant.

Health Effects from Criteria Air Pollutants

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

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

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.[35] BAAQMD has identified a variety of land uses that produce emissions that may lead to odors and generate complaints including, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities.

Residential and commercial uses do not typically generate objectionable odors, nor do they fall under any of the land uses identified by BAAQMD to cause objectionable odors. Localized odors, mainly resulting from diesel exhaust and construction equipment on-site, would be created during the construction phase of the project. These odors would be temporary and not likely to be noticed beyond the project site's boundaries. Odors associated with the application of paints and coatings may also be noticeable on occasion by adjacent receptors. Painting and coating of the project would occur during daytime hours only, would be localized, and would be generally confined to the project site. These odors would also be temporary. Operation and maintenance of the project would require the use of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance. Additionally, operation of restaurants can be an odor source when burning fuels (e.g., grilling meats). Potential restaurant tenants are unknown at this time. However, sit-down restaurants are less odorous because they do not work with large quantities of fats or aromatics, as some fast food restaurants do. Fast food restaurants typically reduce the smell of grilling meats, frying foods, and smoke by installing odor control filters (such as activated carbon

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

filters and mechanical filters) in kitchen hoods. Any odors generated by the use of these materials would be both temporary and highly localized. Therefore, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

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

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

Accordingly, a health risk assessment was completed to assess the impact of existing TAC sources on future sensitive receptors (i.e., residents) that would be present on-site. Details about the health risk modeling, data inputs, and assumptions are provided in Appendix A. The health risk assessment concluded that the future MEI at the project site would not be exposed to cancer risks, annual PM2.5 concentrations, and hazard index for non-cancer health risks that would exceed both the BAAQMD single-source and cumulative source thresholds. Therefore, future residents of the project would not be exposed to substantial pollutant concentrations.

4.4 Biological Resources

The following discussion is based, in part, on an Arborist Report prepared by Monarch Consulting Arborists. The report, dated February 2023, is attached to this Initial Study as Appendix B.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

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

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

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. The taking and killing of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds.[36] Nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

[36] United States Department of the Interior. "Memorandum M-37050. The Migratory Bird Treaty Act Does Not Prohibit Incidental Take." Accessed September 12, 2023. https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf.

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), RWQCB, CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

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

Local

City of San Mateo 2030 General Plan

Various policies in the 2030 General Plan have been adopted to avoid or mitigate impacts to biological resources resulting from planned development within the City, including the following:

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

City of San Mateo Protected Tree Ordinance

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

- Heritage Trees

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

San Mateo Municipal Code Chapter 23.40 Site Development Code

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

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

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

San Mateo Municipal Code Chapter 27.71 Landscape for Planning Applications

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

4.4.1.2 *Existing Conditions*

The City of San Mateo is located adjacent to San Francisco Bay and lies at the foothills of the northern extent of the Santa Cruz Mountains. The San Mateo 2030 General Plan recognizes the San Francisco Bay as important wildlife habitat which includes coastal marshland, rock outcroppings, and wetlands, as well as interior habitats located along rivers, streams, and urban areas. The City's

Planning Area include important biological communities of grassland, woodland, chaparral, scrub, lacustrine, riverine, wetland, riparian, and eucalyptus.[37]

The project site and surrounding area is fully developed. According to the San Mateo 2030 General Plan EIR, the nearest biological community to the project site is the riverine habitat of San Mateo Creek, located approximately 1,500 feet north of the site.

Special Status Species

According to maps prepared by the USFWS Critical Habitat and the National Oceanic and Atmospheric Administration (NOAA), there are no recognized critical species habitats within the project vicinity.[38,39]

Trees

The project site contains 23 trees, including 18 street trees. All of the on-site trees are protected. The species of tree and specifications of each tree is summarized in Table 4.4-1 below and the locations of the trees are shown on Figure 4.4-1.

Table 4.4-1: Tree Assessment Summary

Tree Number	Common Name	Condition	Heritage Tree	Street Tree	Protected Tree	Landscape Unit Value[1]
1	Canary island pine	Fair	Yes	No	Yes	18.43
2	Canary island pine	Good	Yes	No	Yes	23.81
3	Canary island pine	Good	Yes	No	Yes	23.81
4	Canary island pine	Good	Yes	No	Yes	23.81
5	Canary island pine	Good	Yes	No	Yes	32.74
6	Hackberry	Poor	No	Yes	Yes	3.78
7	Chinese pistache	Good	No	Yes	Yes	13.60
8	Chinese pistache	Fair	No	Yes	Yes	8.91

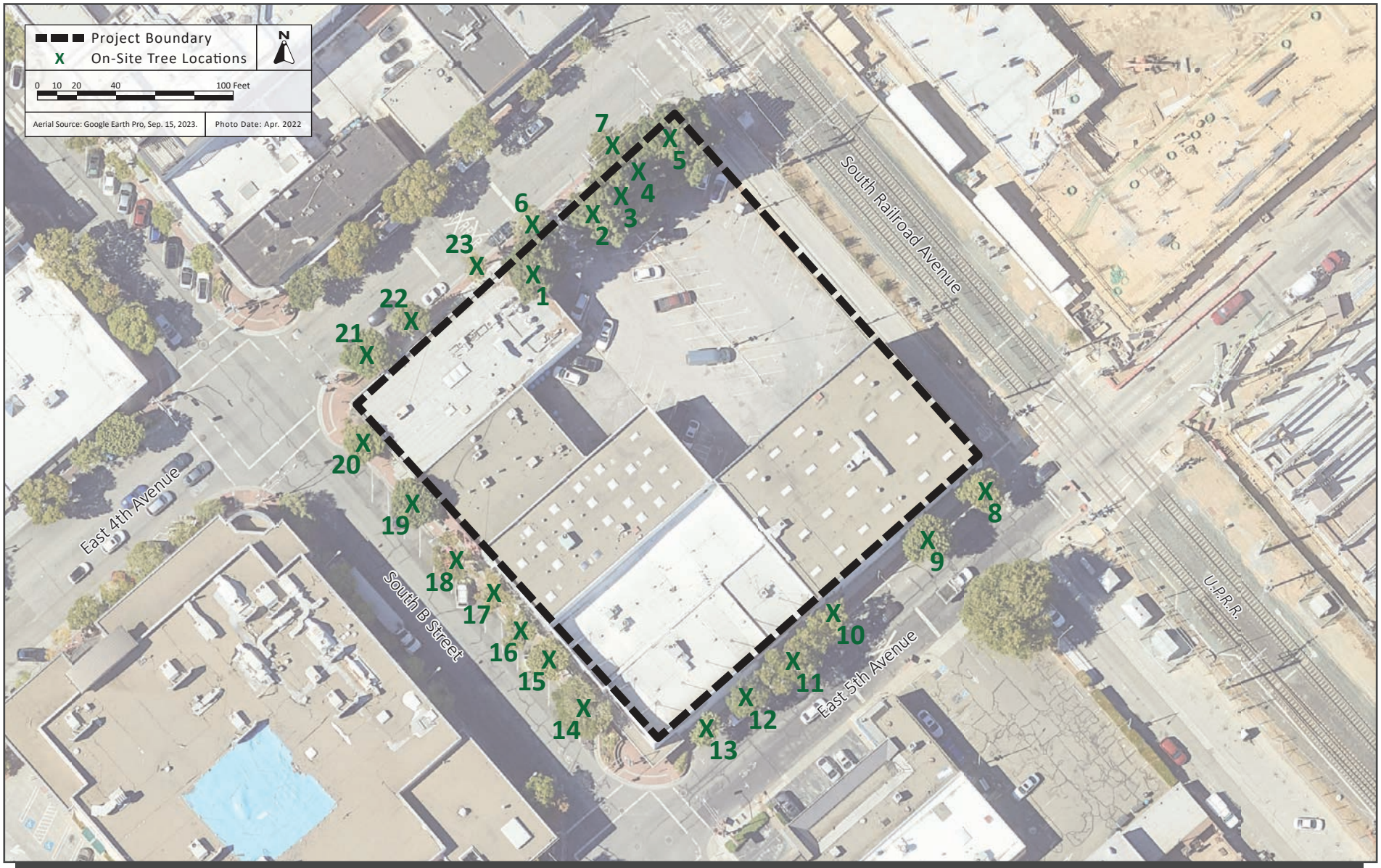
[37] City of San Mateo. *2030 General Plan Update Final Environmental Impact Report*. July 2010.
[38] USFWS. Critical Habitat for Threatened & Endangered Species. Accessed September 12, 2023. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77.
[39] NOAA. Protected Resources App. Accessed September 12, 2023. https://www.webapps.nwfsc.noaa.gov/portal/apps/webappviewer/index.html?id=7514c715b8594944a6e468dd25aaacc9.

Tree Number	Common Name	Condition	Heritage Tree	Street Tree	Protected Tree	Landscape Unit Value[1]
9	Chinese pistache	Fair	No	Yes	Yes	10.53
10	Hackberry	Fair	No	Yes	Yes	6.93
11	Hackberry	Fair	Yes	Yes	Yes	11.81
12	Chinese pistache	Poor	No	Yes	Yes	4.86
13	Chinese pistace	Fair	No	Yes	Yes	8.10
14	Carrot wood	Fair	Yes	Yes	Yes	2.25
15	Chinese pistache	Fair	No	Yes	Yes	8.91
16	Hackberry	Fair	No	Yes	Yes	6.93
17	Hackberry	Fair	No	Yes	Yes	7.56
18	Hackberry	Fair	No	Yes	Yes	7.56
19	Hackberry	Fair	No	Yes	Yes	7.71
20	Hackberry	Fair	No	Yes	Yes	6.61
21	Hackberry	Fair	No	Yes	Yes	6.61
22	Hackberry	Fair	No	Yes	Yes	8.82
23	Hackberry	Poor	No	Yes	Yes	6.06
		Total:	**7 trees**	**18 trees**	**23 trees**	**260.14**

Source: Monarch Consulting Arborists. *Tree Inventory Assessment*. February 2023.

Notes:

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



TREE LOCATIONS ON-SITE

FIGURE 4.4-1

4.4.2 Impact Discussion

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

a) Would the project 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?

Special Status Species

As described in Section 4.4.1.2 Existing Conditions, the project site is in an urbanized area and is developed with four commercial buildings, and a City-owned surface parking lot. There are no recognized critical species habitats within the project vicinity. Due to the lack of suitable habitat for special status species and history of development on the project site and in the surrounding areas, special-status species are unlikely to occur on the site. Therefore, development of the proposed project would not have a substantial adverse effect on any special-status species.

Nesting Raptors and Migratory Birds

Although the presence of protected birds is unlikely, urban-adapted raptors or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the MBTA and CDFW Code (refer to Section 4.4.1.1 Regulatory Framework). The project proposes to remove a total of 23 trees from the site. Removal of the trees on-site could potentially lead to nest abandonment and/or loss of reproductive effort. This is considered a "taking" by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would be considered a significant impact. The following measures are required to minimize impacts to nesting raptors and migratory birds.

Impact BIO-1: Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.

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

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

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

If an active nest is found sufficiently close to work areas to be disturbed by construction (typically 300 feet for raptors and 100 feet for other species),

the ornithologist, in consultation with the California Department of Fish and Wildlife, shall determine the extent of a construction free buffer zone to be established around the nest to ensure that bird nests shall not be disturbed during project construction.

If an active nest is found sufficiently close to work areas, prior to each phase of demolition and construction, the ornithologist shall submit a report identifying designated buffer zones to the City's Planning Division subject to the satisfaction of the Director of Community Development, or his/her designee.

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

b) Would the project 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?

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

c) Would the project have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?

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. **(No Impact)**

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

Migratory movements of species typically occur via waterways and surrounding riparian habitat, or through contiguous parcels of undeveloped open space. As documented in Section 4.4.1.2 Existing Conditions, the project site and surrounding area is urbanized, and the nearest waterway is San Mateo Creek, which is located 1,500 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. **(Less than Significant Impact)**

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

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

There are 23 trees on the project site, all of which are protected trees. The project proposes to remove all 23 trees from the site; therefore, the project would be required to obtain a Site Development Permit in accordance with City Municipal Code Section 23.40, and either replace removed trees with equivalent trees in terms of land use value or pay landscape unit in-lieu fees in accordance with the City's Comprehensive Fee Schedule.[40] As shown in Table 4.4-1, the total land use value of the trees to be removed is 260.14. Additionally, pursuant to Chapter 27.71 of the City's Municipal Code, the project would have a required landscaping area of 1,625 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 4.06).[41] The project proposes to plant four 36-inch box trees, each of which have a landscape unit value of 3.0 pursuant to Municipal Code Chapter 27.71 (total landscape unit value of 9.0).

<u>Condition of Approval BIO-1:</u>

(A) The applicant shall obtain a Site Development Permit for tree removal from the Planning Division for removal of existing trees with a diameter of six inches or larger at 54 inches above grade. The Site Development Permit for tree removal shall authorize the applicant to replace on-site trees equivalent or greater than the Landscape Unit value of trees to be

[40] The fee per removed tree pursuant to the City of San Mateo's Adopted Comprehensive Fee Schedule for July 1,2023 through June 30, 2024 is $784.
[41] 1,625 square feet (required landscape area) divided by 400 square feet (Municipal Code standard) equals four trees.

removed by planting on-site trees, paying a fee in lieu of planting trees at the rate established in the annual Comprehensive Fee Schedule, or a combination of both.

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

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

The City 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. **(No Impact)**

4.5 Cultural Resources

The following discussion is based, in part, on a Historical Evaluation (dated September 2023) prepared by Architecture + History, LLC and a Historic Property Survey Report (dated September 2023) prepared by Basin Research Associates, Inc. A copy of the Historical Evaluation is attached to this Initial Study as Appendix C; a copy of the Historic Property Survey Report is on file with the City of San Mateo Planning Division.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

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

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[42]

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

[42] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed February 14, 2024. https://ohp.parks.ca.gov/pages/1054/files/ts01ca.pdf

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.

Public Resources Code Sections 5097 and 5097.98

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

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

City of San Mateo 2030 General Plan

Various policies in the 2030 General Plan have been adopted to avoid or mitigate impacts to cultural resources resulting from planned development within the City, including the following:

Policy	Description
C/OS 7.1	Resource Protection. 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: a) Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application. b) Require the applicant to submit alternatives on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met. c) Require that all exterior renovations of historic buildings conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.

Policy	Description
	d) Historic building shall mean buildings which are on or individually eligible for the National Register or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report. The City Council by resolution may add or delete any building which it finds does, or does not, meet the criteria for the National Register or other criteria.
C/OS 8.4	Promote the rehabilitation of historic structures; consider alternative building codes and give historic structures priority status for available rehabilitation funds.
C/OS 8.5	Foster public awareness and appreciation of the City's historic, architectural, and archaeological resources.

San Mateo Municipal Code Chapter 27.66 Historic Preservation Code

The City's Historic Preservation Code requires public review and submittal of a Site Plan and Architectural Review planning application for any individually eligible building for the NRHP. 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*

Archaeological Resources

Prehistoric Resources

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

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

According to a review of archeological studies in the project vicinity and a field inventory conducted by Basin Research Associates, no prehistoric archaeological sites or resources are present on or

within 1,000 feet of the project site. The project site is located within the former Rancho de las Pulgas, which extends from San Mateo Creek to San Francisquito Creek in Palo Alto. None of the known rancho dwellings, other structures or features (e.g., mills, corrals, roads, etc.) were located on or adjacent to the project site. Additionally, the project site is located over 1,500 feet south of the San Mateo Creek. The project site is mapped within a low sensitivity zone.

Historic-Period Resources

Several factors can be used to infer an area's sensitivity for buried historic-era archaeological resources including surface scatters of artifacts, documentary sources, standing buildings or structures, and landscape features. According to a review of archeological studies in the project vicinity and a field inventory conducted by Basin Research Associates, no historic-era archaeological sites or resources are present on or within 1,000 feet of the project site.

Historic Resources

Historic Resources in the Vicinity

Historic resources in San Mateo are generally concentrated in the downtown area. Numerous historic buildings in this area make up the Downtown Historic District, the southern boundary of which is located along East Third Avenue, approximately 310 feet to the northwest. The other historic district in San Mateo is the Glazenwood Historic District, which is located between 9th and 10th Avenue and Palm and B Streets located approximately 0.25 miles to the south. The City's Historic Building Survey identified one National Register eligible site at 273 South Railroad Avenue (located 450 feet northeast of the project site), one California Register eligible resources at 503 East 5th Avenue (located approximately 350 feet east of the project site), and one locally significant historic resource at 415 South Claremont Street (located approximately 400 feet east of the project site).[43]

Description of Buildings On-Site

The project site is currently occupied by four commercial buildings and a surface parking lot at 401-405 South B Street, 407-411 South B Street, 415-417 South B Street, 421-425 South B Street, and 445 South B Street. Figure 4.5-1 identifies each of the building addresses on an aerial photograph.

The 401-405 South B Street building, constructed in 1917, is a one-story, reinforced concrete commercial building with a slightly bowed roof. The building was constructed in 1917 as a vehicle sales and service building and is currently used as a restaurant (Tomatina). The building has been heavily altered from its original appearance and is reflective of alterations that occurred between 2013 and 2014. Refer to Photo 9.

The 407-411 South B Street building, constructed in 1949, is a one-story, reinforced concrete, flat roofed commercial building. The west façade has three storefront entries that are recessed under a

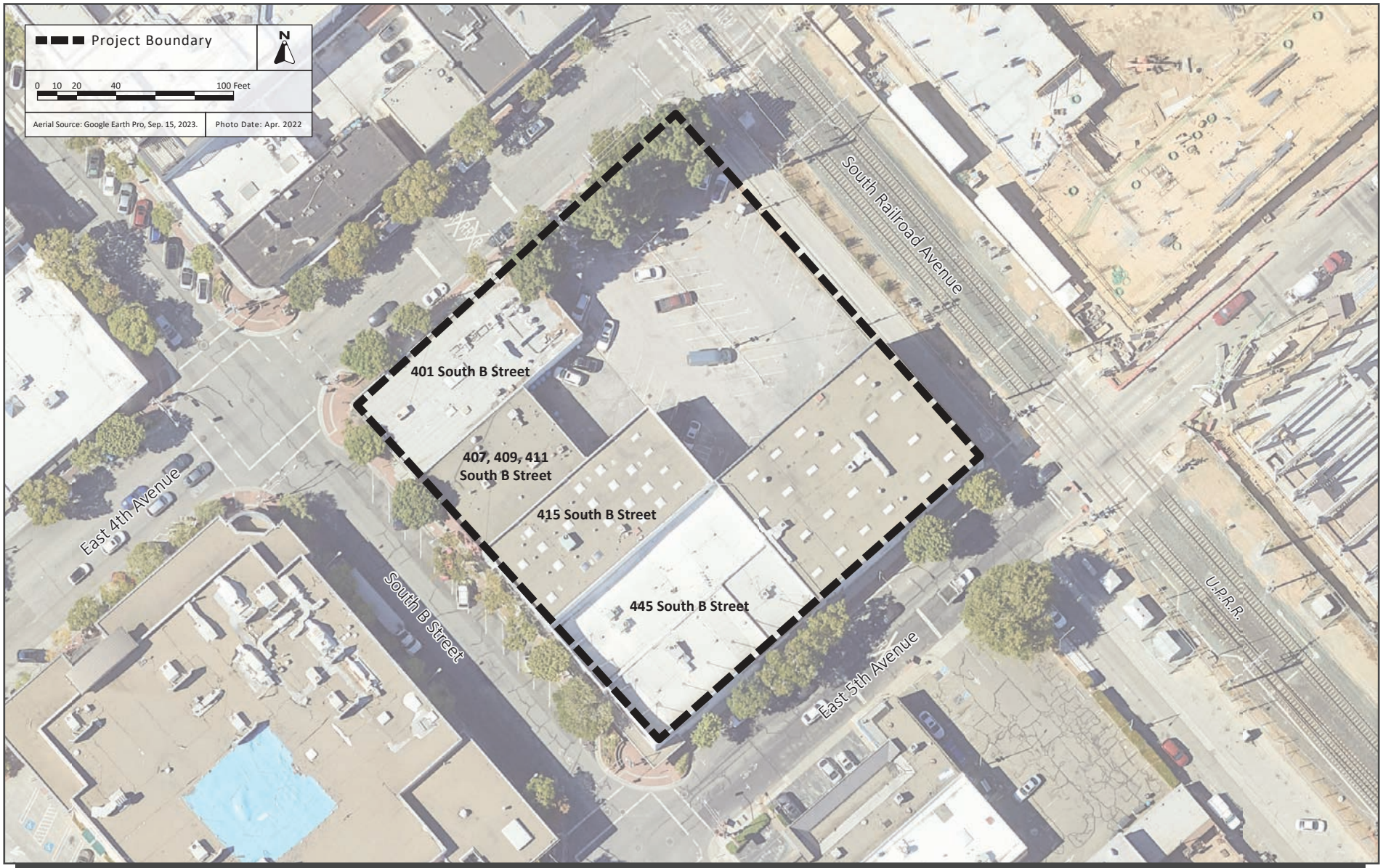
[43] City of San Mateo. *Historic Building Survey*. 1989.

deep overhang on the roof. There is an angled parapet covered in red standing steam roofing material. The building was initially occupied by a personal finance company, title company, and laundromat. The building is currently used as a restaurant (Pokeatery). The storefront configuration is original but the parapet has been altered. Refer to Photo 10.

The 415-417 South B Street building, constructed in 1950, is a two-story, reinforced concrete, flat roofed, commercial building. The west façade has a centered storefront entry. The storefront is recessed under a deep roof overhang. The outer portions of the storefront are solid concrete walls and the storefront windows that flank the glazed entry sit above a solid, undecorated base. The building was constructed in 1950 for a title company and is currently vacant, but was most recently Talbot's Cyclery. The building originally had two storefronts but was converted to a single storefront space in 1964. The second story was added in 1991 and has a series of large, plate glass windows that are centered on the west façade. Refer to Photo 11.

The 421-425 South B Street building, constructed in 1952, is a one-story, reinforced concrete, flat roofed commercial building with an L-shaped footprint. The storefront is recessed under a deep overhang. The outer portions of the storefront are solid concrete walls and the storefront windows that flank the double door sit above a solid, undecorated base. The façade has a smooth, undecorated finish except for a simple geometric cornice. The building was constructed in 1952 for a paint company and is currently vacant, but was most recently part of Talbot's Toyland and Hobby Shop. The building originally had two storefronts but was converted to a single storefront space in 1956. The L-portion of the building extends to 5th Avenue but is integral with the building at 445 South B Street. Refer to Photo 12.

The 445 South B Street building, constructed in 1953, sits on the same parcel as the 421-425 South B Street building. The 445 South B Street building was constructed in 1953. The building was modified and extended in the late 1950s, including a warehouse extension that fit between the original east wall of this building and the L-portion of the building at 421-425 South B Street. The second story was added in 1977. The storefront is recessed under a deep overhang. The storefront windows sit above a solid, undecorated base. The façade has a smooth, undecorated finish except for a simple geometric cornice.



BUILDINGS ON-SITE

FIGURE 4.5-1

Photo 9: Detail of the northwest corner of 401-405 South B Street, looking southeast.

Photo 10: West façade of 407-411 South B Street, looking east.

Source: architecture + history, llc, September 25, 2023.

PHOTOS 9 & 10

Photo 11: West façade of 415-417 South B Street, looking east.

Photo 12: West façade of 421-425 South B Street, looking east.

Source: architecture + history, llc, September 25, 2023.

PHOTOS 11 & 12

NRHP/CRHR Evaluation

The buildings were evaluated for eligibility for individual listing against the significance criteria for the NRHP/CRHR. The buildings were determined to be ineligible due to a lack of significance under the four criteria, as described below.

NRHP Criterion A/CRHR Criterion 1: Event or Pattern of Events

None of the buildings on the project site have any association with historically significant events or patterns of events such that they would be eligible for NRHR A or CRHR 1. While several of the buildings reflect the commercial development of the Downtown Historic District and/or are associated with post-World War II commercialization, they do not rise to a level of significance to justify individual eligibility. Additionally, while the buildings at 415-417, 421-427, and 445 South B Street are associated with Talbot's Toyland, Hobbies, and Cyclery, this local business and its associated commercial buildings are not individually eligible. Therefore, the buildings do not appear eligible for listing on the NRHP or CRHR under Criterion A/1.

NRHP Criterion B/CRHR Criterion 2: Important Person(s)

None of the buildings on the project site have any association with historically important individuals. Therefore, the buildings do not appear eligible for listing on the NRHP or CRHR under Criterion B/2.

NRHP Criterion C/CRHR Criterion 3: Design/Construction

None of the buildings on the project site embody the characteristics of a type, period, region, style, or method of construction that would elevate them to individual eligibility for the NRHP or CRHR. While the buildings at 401-405 South B Street date back to 1917 and the other buildings are examples of post-World War II commercial buildings, these buildings are not historically distinctive examples of their type or style. Further, many of the buildings have been altered from their original appearances. Therefore, the buildings do not appear to be eligible for the NRHR and CRHR under Criterion C/3.

NRHP Criterion D/CRHR Criterion 4: Information Potential

Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the local area, California, or the nation. Therefore, the buildings do not appear individually eligible for listing on the NRHP or CRHR under D/4.

4.5.2 Impact Discussion

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

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

As discussed in Section 4.5.1.2, there are no historical resources present at the project site, as the existing buildings are not eligible for listing in the NRHP, the CRHR, or the local register of historic resources. Further, there are no properties within 200 feet of the project site that are listed on either the NRHP or CRHR. Therefore, the proposed project would not cause direct impacts to any historical resources under CEQA. **(Less than Significant Impact)**

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

As discussed in Section 4.5.1.2, no prehistoric- or historic-era sites or resources have been documented within 1,000 feet of the project site. Further, the project site is considered to have a low sensitivity for buried archaeological resources. However, construction activities (e.g., grading and excavation) have the potential to encounter and damage or destroy undiscovered subsurface archaeological resources, if present. The City of San Mateo requires all projects to implement the following condition of approval in the event archaeological resources are discovered during project construction.

Condition of Approval CUL-1:

The following condition of approval would be implemented at all times during the construction phase of the project.

(A) In the event of the discovery of archaeological or tribal cultural resources whether on-site or in the public right-of-way, the applicant shall halt all construction activities, notify the

Planning Manager and/or Project Planner, and retain a qualified archaeologist. The archaeologist shall evaluate the uniqueness of the find, contact local Native American that is traditionally and culturally affiliated with the geographic area and Historical organizations for proposed recommendations for continuing construction, and submit a summary of findings to the Project Planner detailing the nature of the find and appropriate actions/recommendations to address protections to the resource. The applicant shall incorporate the recommendations of the local Native American and Historical organizations when continuing construction.

With adherence to the above condition of approval, the proposed project would not cause direct impacts to any archaeological resources under CEQA. **(Less than Significant Impact)**

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Human graves are most often associated with prehistoric occupation sites. As discussed in Section 4.5.1.2 Existing Conditions, no known prehistoric sites are present on or within 1,000 feet of the project site. However, the potential exists for human remains, including Native American remains, to be unearthed during construction activities. The City of San Mateo requires all projects to implement the following condition of approval in the event human remains are discovered during project construction.

<u>Condition of Approval CUL-2:</u>

The following condition of approval would be implemented at all times during the construction phases of the project.

(A) In the event of the discovery of human remains whether on-site in the public right-of-way, the applicant shall halt all activity within 50 feet of the discovery and notify the Planning Manager and/or Project Planner. The applicant shall also immediately notify San Mateo County Coroner to have a determination made as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. Treatment of human remains and any associated or unassociated funerary objects discovered during any soil-disturbing activity within the project site shall comply with applicable State laws. If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

With adherence to the above condition of approval, the proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact)**

4.6 Energy

The following discussion is based, in part, on a Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc. A copy of the report, dated March 2024, is attached to this Initial Study as Appendix D.

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

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

Renewables Portfolio Standard Program

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

Executive Order B-55-18 To Achieve Carbon Neutrality

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

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a

legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years.[44] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[45]

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 II program in 2022 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 2026 through 2035. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[46]

Regional and Local

City of San Mateo 2030 General Plan

Various policies and actions in the 2030 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

[44] California Building Standards Commission. "California Building Standards Code." Accessed January 9, 2024. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[45] California Energy Commission (CEC). "2022 Building Energy Efficiency Standards." Accessed January 9, 2024. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.
[46] California Air Resources Board. "Advanced Clean Cars II." Accessed January 9, 2024. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii

Policy	Description
	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 of San Mateo's 2020 Climate Action Plan is a qualified GHG Reduction Strategy that set quantifiable emission reduction goals of 15 percent below 2005 emission levels by 2020, 4.3 metric tons of carbon dioxide equivalent ($MTCO_2e$) per person by 2030, and 1.2 $MTCO_2e$ per person by 2050.

The CAP includes the following measures for increased energy efficiency:

Measure	Description
BE 1	All-electric new construction.
RE 2	Renewable energy systems for new and existing residences.
RE 3	Renewable energy systems for new and existing nonresidential buildings.
EE 3	Residential tree plantings.
CF 1	Electric vehicle charging infrastructure.

San Mateo Municipal Code Chapter 23.24 Energy Code

In 2022, the City adopted Title 24 as its Energy Code, adopting all Title 24 rules, regulations, and standards within San Mateo.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,278.7 trillion British thermal units (Btu) in the year 2021, the most recent year for which this data was available.[47] Out of the 50 states, California is ranked second in total energy consumption and 49th in energy consumption per capita. The breakdown by sector was approximately 20 percent (14,732.2 trillion Btu) for residential uses, 19 percent (1,396.7 trillion Btu) for commercial uses, 23.2 percent (1,704.4 trillion Btu) for industrial

[47] United States Energy Information Administration. "State Profile and Energy Estimates, 2020." Accessed January 9, 2024. https://www.eia.gov/state/?sid=CA#tabs-2.

uses, and 37.8 percent (2,785 trillion Btu) for transportation.[48] 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 2021 was consumed primarily by the non-residential sector (60 percent), with the residential sector consuming 40 percent. In 2021, a total of approximately 4,157 GWh of electricity was consumed in San Mateo County.[49]

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. [50]

Natural Gas

PG&E provides natural gas services within the City of San Mateo. In 2022, California's natural gas supply came from a combination of in-state production and imported supplies from other western states and Canada.[51] In 2021 residential and commercial customers in California used 33 percent of the state's natural gas, power plants used 0.01 percent, the industrial sector used 33 percent.[52] In 2021, San Mateo County used 1.2 percent of the state's total consumption of natural gas.[53] San Mateo County used 87 million therms (870,000,0000 kBtu) compared to the statewide consumption of 7,327 million therms (732,700,000,000 kBtu).[54]

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[48] United States Energy Information Administration. "State Profile and Energy Estimates, 2020." Accessed January 9, 2024. https://www.eia.gov/state/?sid=CA#tabs-2.

[49] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed January 9, 2024. http://ecdms.energy.ca.gov/elecbycounty.aspx.

[50] Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed January 9, 2024. https://www.peninsulacleanenergy.com/faq/. 2) Peninsula Clean Energy. "Energy Choices." Accessed January 9, 2024. https://www.peninsulacleanenergy.com/faq/.

[51] California Gas and Electric Utilities. 2022 *California Gas Report.* Accessed January 9, 2024. https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf.

[52] United States Energy Information Administration. "Natural Gas Consumption by End Use. 2021." Accessed January 9, 2024. https://www.eia.gov/state/?sid=CA#tabs-2.

[53] California Energy Commission. "Natural Gas Consumption by County." Accessed January 9, 2024. http://ecdms.energy.ca.gov/gasbycounty.aspx.

[54] One therm is equivalent to 100,000 Btu.

Fuel for Motor Vehicles

In 2022, California produced 124 million barrels of crude oil and in 2019, 11.7 billion gallons of gasoline were sold in California. [55], [56] 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 25.4 mpg in 2021.[57] 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 April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026. [58,59]

4.6.2 Impact Discussion

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

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

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

[55] U.S. Energy Information Administration. "Petroleum & Other Liquids, California Field Production of Crude Oil." February 28, 2023. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpca1&f=a

[56] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed January 9, 2024. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.

[57] United States Environmental Protection Agency. "The 2022 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." December 2022. https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1010U68.pdf

[58] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed January 9, 2024. http://www.afdc.energy.gov/laws/eisa.

[59] United States Department of Transportation. USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed January 9, 2024. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026

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. Due to the inherent need for natural gas appliances with most restaurant uses, the retail component of the proposed project (which could include restaurant use) would not be able to adhere to Reduction Measure BE-1 requiring all-electric construction in new projects. Thus, as discussed further in Section 4.8 Greenhouse Gas Emissions, the project's greenhouse gas (GHG) analysis takes the conservative approach of modeling emissions and demonstrating whether the project can meet the CAP target of 4.3 $MTCO_2e$/year/service population. As such, the modeled emissions conservatively assumed the entire project would include natural gas. Table 4.6-1 shows the estimated annual energy use of the proposed development by land use.

Table 4.6-1: Estimated Energy Use of Proposed Development

Land Use	Electricity Use (kWh/yr.)	Natural Gas Use (kBtu/yr.)[1]	Gasoline (gal/yr.)[2]
Project Total	4,316,694	6,159,615	250,505
Existing Total	428,277	1,227,780	67,033
Net Change in Energy Consumption	3,888,417	4,931,835	183,472

Source: ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, 445 South B Street (Bespoke) Project.* March 2024.

Notes:

[1] The GHG Assessment conservatively assumes the project would use natural gas.

[2] Gasoline use calculated based on forecasted annual VMT in CalEEMod divided by average U.S. fuel economy. Per the 2021 EPA Automotive Trends Report, the average U.S. Fuel Economy is 25.4 mpg for light-duty vehicles. Refer to Appendix D for the VMT/year for each land use type.

As shown in Table 4.6-1, operation of the project would increase consumption of electricity by approximately 3,888,417 kWh and increase natural gas consumption by 4,931,835 kBtu per year.[60] Annual gasoline consumption would increase by approximately 213,807 gallons per year as a result of the project. Electricity consumed by the project would be equivalent to less than 0.001 percent of the countywide electricity use.[61] The project would further reduce electricity usage by providing a photovoltaic system for its residential uses and non-residential uses and a rooftop solar photovoltaic system (refer to discussion under checklist question b) below). Natural gas consumed by the project would be equivalent to less than 0.001 percent of countywide and statewide consumption[62]; however, this is a conservative estimate based on the modeled assumptions, as explained above. The project would result in an insignificant increase in gasoline consumption in

[60] The GHG Assessment conservatively assumes the entire project would use natural gas. As a result, uses that would not end up using natural gas would end up using more electricity than is shown in Table 4.6-1. This would not change the conclusions in this Initial Study.

[61] The project would consume a net 3,888,417 kWh, equivalent to 3.88 GWh. Dividing the project's electricity consumption by the county's electricity consumption in 2021 (4,157 GWh) equals 0.00094 percent.

[62] The project would consume a net 4,931,835 kBtu. Dividing the project's natural gas consumption by the county's natural gas consumption in 2021 (8,700,000,000 kBtu) and the state's natural gas consumption in 2021 (732,700,000,000 kBtu) equals 0.00057 and 0.00001 percent, respectively.

comparison with the 15.4 billion gallons of gasoline consumed per year in California. Therefore, project-related energy consumption is less than significant in comparison with state and county consumption of electricity, natural gas, and gasoline, and the project would not result in wasteful, inefficient, or unnecessary consumption or wasteful use of energy resources. **(Less than Significant Impact)**

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As discussed above, the analysis conservatively assumes the proposed project would use natural gas. Thus, the project would not be able to adhere to Reduction Measure BE-1 requiring all-electric construction in new projects. However, project-related natural gas consumption is a fraction of statewide and countywide consumption. Further, the City of San Mateo CAP contains GHG reduction measures which focus on increasing renewable energy production and improving energy efficiency. In accordance with Title 24 the project would be required to provide a photovoltaic system for its residential uses and for its non-residential uses. GHG Reduction Measures RE-2 and R-3 would be satisfied by including the rooftop solar photovoltaic system. Compliance with this measure, in addition to Title 24 of the California Code, would ensure that the project provides opportunities for on-site renewable energy generation and has a high overall operational energy efficiency. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

4.7 Geology and Soils

The following discussion is based, in part, on a Geotechnical Investigation prepared by Rockridge Geotechnical. A copy of the report, dated April 2023, is attached to this Initial Study as Appendix E.

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 California Building Code (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 2030 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 study, subject to the review and approval of the City Engineer and Building Official, for development proposed on sites identified in Figure S-1 of the City's General Plan as having a moderate or high potential for ground failure. Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, or contribute to, the hazardous condition on the site or on adjacent properties.
S 1.3	Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15 percent or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.
C/OS 3.2	Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.

San Mateo Municipal Code Chapter 23.40 Site Development Code

The City's Site Development Code establishes administrative procedures, regulations, required approvals, and performance standards for site grading, construction on slopes, and removal of major vegetation. In general, a planning application and a subsequent site development permit are

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

4.7.1.2 *Existing Conditions*

Geology and Soils

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 to 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.

The project site is relatively flat and is mapped as being underlain by Holocene-age alluvial deposits. However, the project site is adjacent to a narrow band of artificial fill along the northeastern edge of the site. The alluvium primarily consists of stiff to hard clay with variable sand and gravel content with interbedded layers of medium dense to very dense sand and gravel with variable clay content to the maximum depth explored of about 50 feet below ground surface (bgs). The on-site soils are considered to have a low potential for expansion.

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. According to the CGS, the project site is not within an Alquist-Priolo Earthquake Fault Zone.[63] Major active faults in the area include San Andreas fault (approximately 3.5 miles to the west); the Monte Vista-Shannon (approximately 6.1 miles to the south), the San Gregorio (approximately 10.6 miles to the west), and the Hayward (approximately 14.9 miles to the east).

Liquefaction and Lateral Spreading

Liquefaction is a temporary loss of shear strength as a result of increased pore pressure due to strong ground shaking or cyclic loading. Liquefaction is defined by saturation of soil and loss of

[63] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Accessed September 12, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/

cohesion. It is associated with loose, high-plasticity soils and near-surface groundwater levels. The project site is not within a State-designated Liquefaction Hazard zone.[64]

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 spreading presents a significant hazard to the integrity of buildings and other structures. The project site has a low risk of lateral spreading due to the distance to the nearest open face of San Mateo Creek.

Landslides

As noted above, the project site is relatively flat and the project site is not mapped within a designated Landslide Hazard Zone.[65]

Groundwater

Groundwater is expected at approximately 11 feet bgs. Fluctuations in groundwater levels may occur due to seasonal changes, variation in rainfall, and underground drainage patterns.

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. Holocene-age alluvial deposits have a low potential for paleontological resources.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

[64] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Accessed September 12, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/

[65] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Accessed September 12, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/

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

a) Would the project 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?

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, making fault rupture at the site unlikely. While existing faults are located in the region, the proposed project is outside of the fault zone for any regional fault systems, and loss, injury, or death from fault ruptures would not occur at the project site.

Seismic 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 E), as well as the applicable Building and Fire Codes adopted by the City of San Mateo. Consistent with the findings of the 2030 General Plan EIR, conformity with state and local law would ensure less than significant impacts associated with seismically-induced ground shaking.

Ground Failure

Liquefaction and Lateral Spreading

As discussed in Section 4.7.1.2, the project site is not within a State-designated Liquefaction Hazard zone. The project would be required by law to conform with the CBC and the City's Site Development Code, which would reduce hazards posed by seismically induced liquefaction and lateral spreading to less than significant.

Landslides

As described in Section 4.7.1.2, the project site is not mapped by CGS within a Landslide Hazard Zone and the topography of the site and surrounding area is relatively flat. While construction of the project would require excavation and grading, it would not create any unstable slopes that would exacerbate existing landslide risks. Accordingly, the project would not cause any substantial adverse effects associated with seismically-induced landslides.
With adherence to the CBC, City's Site Development Code, and the site-specific geotechnical investigation, the project would not directly or indirectly cause substantial adverse effects, including loss, injury, or death from fault rupture, seismic-related ground shaking or ground failure, or landsliding. **(Less than Significant Impact)**

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

Ground disturbance related to demolition, excavation, grading, and construction activities from the proposed project is expected, potentially resulting in an increased exposure of soil to wind and water erosion. Development on the project site could result in significant amounts of soil erosion if

managed improperly. The City of San Mateo's Municipal Code and Site Development Code outlines procedures to be followed to prevent significant soil erosion during construction activities.

In accordance with the 2030 General Plan and the City's Municipal Code, Site Development Code 23.40.040, the project would be required to implement the following conditions of approval.

Condition of Approval GEO-1:

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

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

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

With adherence to the above conditions of approval, the project would not substantially increase soil erosion on-site or contribute to the loss of topsoil. **(Less than Significant Impact)**

c) Would the project 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?

As described under checklist question a, 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 checklist question b, the project would comply with the City's standard conditions of approval for reducing erosion. Additionally, the City's Site Development Code 23.40.040 requires projects that involve over 5,000 square feet or 550 cubic yards of grading to obtain a Site Development Permit. To do so, the project would be required to follow procedures to demonstrate conformance with applicable building codes, building safety during seismic events, erosion control measures, and appropriate construction procedures for project implementation.

Conditions of Approval GEO-2:

(A) 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.

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

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

d) Would the project be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?

Pursuant to the CBC, soils with a plasticity index (PI) of 16 or greater are considered expansive. Based on the geotechnical investigation, soils on site have a plasticity index of 16 and are considered expansive. By conforming with the applicable regulations and the recommendations of the soils investigation and the site-specific geotechnical investigation, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

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

The project site is located in an urbanized area of San Mateo. The proposed project would be served by existing municipal sewer lines and would not require the installation of septic tanks or alternative wastewater disposal systems. **(No Impact)**

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

As documented in Section 4.7.1.2, there are no known paleontological resources or fossil recovery sites in the City of San Mateo. The project site is underlain by Holocene-age alluvial deposits, which

has a low potential for paleontological resources. Therefore, sensitive paleontological resources are unlikely to be unearthed during construction-related ground disturbing activities. However, undiscovered subsurface paleontological resources may be present. The City of San Mateo requires all projects to implement the following condition of approval in the event that paleontological resources are discovered during project construction.

Condition of Approval GEO-3:

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

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

4.7.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (*BIA v. BAAQMD*), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies that address existing geology and soils conditions affecting a proposed project.
The proposed project is located in the seismically active San Francisco Bay Area in proximity to several active faults. The site is not located within the fault rupture hazard zone of any of these faults. The project site is not located within an Earthquake Zones of Required Investigation (EZRI) for liquefaction or land sliding, and no geologic hazards or unique soil conditions are present that could endanger nearby uses or future residents of the proposed project or the safety of adjacent buildings and structures. As required by law, a site-specific geotechnical investigation that addresses safety concerns and mitigates risks posed by site development would be prepared to ensure that the project would be in compliance with General Plan Policy S1.1 and the City's Site Development Code.

4.8 Greenhouse Gas Emissions

The following discussion is based, in part, on a Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc. A copy of the report, dated March 2024, is attached to this Initial Study as Appendix D.

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 and State 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. The first Scoping Plan was approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan.

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 $MMTCO_2e$.

2022 Scoping Plan

On December 15, 2022, CARB approved the 2022 Scoping Plan. The 2022 Scoping Plan provides a sector-by-sector guide on how to reduce man-made (i.e., anthropogenic) GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 over a 25-year horizon.[66] The primary focus of the 2022 Scoping Plan is to reduce the usage of fossil fuels by electricizing the transportation sector, procuring electricity from renewable resources, phasing out natural gas in land use developments, and building transit-oriented communities that encourage multi-modal transportation. If implemented successfully, the 2022 Scoping Plan would not only reduce GHG emissions but also reduce smog-forming air pollution (NO_x) by 71 percent and reduce fossil fuel demand by 94 percent. The 2022 Scoping Plan also details natural carbon capture and storage process along with mechanical carbon capture programs to address the remaining 15 of anthropogenic GHG emissions that will remain post-2045. To meet these goals, CARB also includes a revised goal of reducing state GHG emissions 48 percent below 1990 levels by 2030.

Senate Bill 375 and Plan Bay Area 2050

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 Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

[66] CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*. November 16, 2022. Page 5.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050.

Plan Bay Area 2050 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.[67]

Play Bay Area 2050 includes a goal to increase the number of households that live within 0.5 mile of frequent transit by 2050. Plan Bay Area 2050 promotes strategies that support active and shared modes, combined with a transit-supportive land use patterns, which together are forecasted to lower the share of Bay Area residents that drive to work alone from 50 percent in 2015 to 33 percent in 2050, resulting in a decrease in GHG emissions. Plan Bay Area 2050 also includes goals to expand TDM initiatives that support and augment employers' commute programs, providing a path to emissions reductions.

SB 100

SB 100, known as the 100 Percent Clean Energy Act of 2018, was adopted on September 10, 2018. The overall goal is to have all retail electricity sold in California procured from 100 percent renewable and zero-carbon resources by the year 2045. SB 100 also modified the renewables portfolio standard to 50 percent by 2025 and 60 percent by 2030.

Executive Order B-55-18 and Assembly Bill 1279

Executive Order B-55-18 was issued in September 2018. It ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

Assembly Bill 1279, also known as the California Climate Crisis Act, was approved on September 16, 2022 and codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies in California are implemented. The bill requires CARB to submit an annual report.

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

Advanced Clean Cars II Regulation

To continue reducing air pollutants and GHG emissions in the transportation sector, CARB adopted the Advanced Clean Cars II Regulations (Resolution 22-12) on August 25, 2022. The new regulation requires that by 2035 all new passenger cars, trucks, and SUVs sold in California will have zero emissions. This regulation bans the sale of new gasoline or diesel passenger cars, trucks, and SUVs in California from automakers. Beginning in 2026, 35 percent of new vehicle sales must be zero-emission vehicles and plug-in hybrid electric vehicles and that percentage will increase per year. By 2030, 70 percent of new vehicle sales will be zero-emissions vehicles and by the 2035 model year 100 percent of new vehicle sales will be zero-emissions. CARB will limit the use of plug-in hybrid electric vehicles in the percentage requirements to keep the manufacturing of zero-emissions as the primary goal. Existing gasoline cars can continue to be driven and sold as used cars beyond 2035. CARB is required to track and report on the zero-emissions vehicle market development annually.

California Building Standards Code – Title 24 Part 11 and Part 6

The CALGreen Code is part of the California Building Standards Code under Title 24, Part 11.[68] The CALGreen Code encourages sustainable construction standards that incorporate planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 CALGreen Code) was effective as of January 1, 2023.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in new residential and non-residential developments. This Energy Code is enforced and verified by cities during the planning and building permit process. The 2022 Energy Code replaced the 2019 Energy Code as of January 1, 2023. There are new 2022 standards for single-family residences, multi-family residences, and non-residential uses.[69,70,71] Major changes include electric-ready single-family and multi-family residence and solar photovoltaic systems and energy storage systems for residential and commercial developments.

Requirements for electric vehicle (EV) charging infrastructure are set forth in Title 24 of the California Code of Regulations and are regularly updated on a three-year cycle. The CALGreen

[68] Refer to https://www.dgs.ca.gov/BSC/CALGreen#:~:text=Building%20Standards%20Commission&text=The%20California%20Green%20Building%20Standards,mandatory%20green%20building%20standards%20code.

[69] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Single-Family Residential." Revised July 15, 2022. Accessed February 14, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Single-family_Whats_New_Summary_ADA.pdf.

[70] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Multifamily." Revised August 4, 2022. Accessed February 14, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Multifamily_Whats_new_Summary_ADA.pdf.

[71] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Nonresidential." Revised August 4, 2022. Accessed February 14, 2024. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Nonresidential_Whats_New_Summary_ADA.pdf.

standards consist of a set of mandatory standards required for new development, as well as two more voluntary standards known as Tier 1 and Tier 2. The 2022 CALGreen standards require deployment of additional EV chargers in various building types, including multi-family residential, hotel, and non-residential land uses. They include requirements for both EV capable parking spaces and the installation of EV supply equipment for multi-family residential and nonresidential buildings. The 2022 CALGreen standards also include requirements for both EV readiness and the actual installation of EV chargers. The 2022 CALGreen standards include both mandatory requirements and more aggressive voluntary Tier 1 and Tier 2 provisions:

- CALGreen Tier 1 standards require multi-family developments and hotels with less than 20 units to have 35 percent of the total number of parking spaces EV ready; if there are more than 20 units, 10 percent of the parking spaces must be provided with EV supply equipment. These standards also require 30 percent of total parking spaces to be EV capable and 33 percent of parking spaces to be EV capable with EV supply equipment for non-residential and non-hotel uses.
- CALGreen Tier 2 standards require multi-family developments and hotels with less than 20 units to have 40 percent of the total number of parking spaces EV ready; if there are more than 20 units, 15 percent of the parking spaces must be provided with EV supply equipment. For non-residential and non-hotel uses, 45 percent of total parking spaces require EV capable spaces and 33 percent of parking spaces require EV capable spaces provided with EV supply equipment.

CALGreen also requires new construction and demolition projects to have a diversion of at least 65 percent of the construction waste generated. CALGreen also allows a disposal reduction option that can be met when the project's disposal rate is 2.0 pounds per square foot or less for non-residential and high-rise residential construction or 3.4 pounds per square foot or less for low-rise residential construction.

Regional and Local

2017 Clean Air Plan

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

BAAQMD CEQA Thresholds for Evaluating Climate Impacts from Land Use Projects and Plans

On April 20, 2022, the BAAQMD Board of Directors adopted the Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. The report includes BAAQMD's thresholds of significance for use in determining whether a proposed project or plan will have a significant impact on climate change and provides substantial evidence to support these thresholds. The April 2022 GHG thresholds replace the GHG thresholds set forth in the May 2017 BAAQMD CEQA Air Quality Guidelines and represent what is required of new land use

development projects and plans to achieve California's long-term climate goal of carbon neutrality by 2045.

City of San Mateo 2030 General Plan

Various policies and actions in the 2030 General Plan have been adopted to avoid or mitigate impacts to GHG emissions resulting from planned development within 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.

4.8.1.3 *Existing Conditions*

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

The project site is currently developed with four commercial buildings totaling 23,900 square feet and a surface parking lot. GHG emissions associated with vehicle trips to and from the project site and operation of the existing uses, including use of natural gas, were estimated using CalEEMod (refer to Appendix D). The existing development at the project site is estimated to generate 721 metric tons of CO_2e per year.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

4.8.2.1 *Thresholds of Significance*

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

Plans adopted for the purpose of reducing GHG emissions includes ABAG's Plan Bay Area, which is the RTP/SCS for the San Francisco Bay Area and establishes an overall GHG target for the region consistent with the post-2020 GHG reduction goals of SB 32, and the BAAQMD 2017 CAP, 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.

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

Construction

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

Construction of the proposed project is estimated to generate approximately 617 metric tons of CO_2e. over the course of 21 months. Generation of GHG emissions from construction activities would cease once building construction is completed. As stated in Section 4.8.2.1 Thresholds of Significance, neither the City of San Mateo nor BAAQMD has an adopted threshold of significance for construction-related GHG emissions, due to their temporary nature and relatively small magnitude in relation to project operational emissions which are larger on an annual basis and generated over the project lifespan. Because construction would be temporary and would not

result in a permanent increase in emissions, the project would not result in a significant GHG impact from construction emissions.

Operations

GHG emissions associated with operation of the proposed project are primarily attributable to energy expenditures of the building and vehicle transport to and from the project site. GHG emissions generated by operation of the proposed project were estimated using CalEEMod and compared to the City of San Mateo's 4.3 $MTCO_2e$ per person threshold discussed in Section 4.8.1.1. The methodology, data inputs, assumptions, and results are described further in Appendix D. Table 4.8-1 below shows the annual GHG emissions resulting from operation of the proposed project.

Table 4.8-1: Operational GHG Emissions

Project Emissions ($MTCO_2e$/year) [1]	Service Population[2]	Project Emissions (MTCO2e/year/ service population)[3]	CAP Threshold ($MTCO_2e$/year/ service population)	Exceed Threshold?
3,190	814 (175 residents and 639 employees)	3.91	4.3	No

Source: ECORP Consulting, Inc. *445 South B Street (Bespoke) Project Greenhouse Gas Emissions Assessment*. March 2024.

Notes:

[1] Accounting for existing on-site land uses would result in a net increase of 2,469 $MTCO_2e$/year. The 3,190 $MTCO_2e$/year is used to allow for a conservative comparison of project emissions to the CAP threshold.

[2] Per California Department of Finance rates, the project's 71 residential units are estimated to result in 175 residents. The project's support services center is expected to employ 12 workers. Per default occupancy accounts provided by the US Green Building Council, the project's office space is anticipated to employ 595 workers, and the project's retail/restaurant space is anticipated to employ 32 workers.

[3] 3,190 MTCO2e/year divided by the service population (814 residents/employees) equals 3.91.

As shown in Table 4.8-1, the project's GHG emissions, even accounting for the use of natural gas during operations, would not exceed the 2030 service population threshold of 4.3 MTCO2e/year/service population. Therefore, operation of the project would not generate significant GHG emissions.

The proposed project would not exceed the 2030 service population threshold of 4.3 $MTCO_{2e}$/year/service population, which is consistent with AB 32 goals, as discussed below under checklist question b. Therefore, the project would result in a less than significant GHG emissions impact. **(Less than Significant Impact)**

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

City of San Mateo Climate Action Plan

As discussed in Section 4.8.1.2 Regulatory Framework, projects are considered to be consistent with the City's CAP if they comply with all of the applicable GHG reduction measures identified in the CAP Consistency Checklist, or project emissions do not exceed the appropriate $MTCO_2e$/year/ service population threshold. Since the project would be built out prior to 2030, the City's CAP uses a threshold of 4.3 $MTCO_2e$/year/service population. As shown in Table 4.8-1 under checklist question a), the project's GHG emissions would not exceed the 2030 service population threshold of 4.3 $MTCO_2e$/year/service population. Further, the City of San Mateo CAP contains GHG reduction measures which focus on increasing renewable energy production and improving energy efficiency. In accordance with Section 23.24.030 of the San Mateo Municipal Code, the project would be required to provide a photovoltaic system for its residential uses and non-residential uses. GHG Reduction Measures RE-2 and R-3 would be satisfied by including the rooftop solar photovoltaic system. The project would also comply with Reduction Measures EE-3 (tree planting) and CF-1 (EV parking). GHG reduction measure B 1 encourages the construction of all-electric buildings. Because the project proposes restaurant use, it is assumed that the project ground floor retail spaces would use natural gas.[72] Nonetheless, the project is below the 2030 service population threshold of 4.3 $MTCO_2e$/year. Therefore, the project would be consistent with the City's CAP.

BAAQMD 2017 Clean Air Plan

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

<u>Mobile Source and Transportation Source Control Measures</u>

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 VMT in addition to vehicle idling and traffic congestion.

Since the project site would be located in close proximity to the downtown San Mateo Caltrain Station (approximately 0.2 mile to the northeast) and is served by SamTrans routes 53, 55, 59, 250, 292, 295, 397, and El Camino Real, the project would not result in a substantial increase in VMT (refer to Section 4.17.2, checklist question b). The project would provide short- and long-term bicycle parking spaces for residents and employees. The combination of transit proximity and bicycle facilities would increase alternative modes of transportation, thereby further decreasing VMT. The project would also result in a net increase in the number of residents in the downtown

[72] The GHG Assessment conservatively assumes the entire project would use natural gas.

area (refer to Section 4.14 Population and Housing), thereby reducing VMT associated with visitors to nearby employment and commercial uses. Thus, the proposed project would not conflict with the goals of the transportation and mobile source control measures of the CAP.

Energy and Climate Control Measures

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

The project proposes to remove all surface parking lots and plant street trees on streets bordering the project site which would help reduce the urban heat-island effect. Furthermore, the proposed buildings would be constructed in accordance with Title 24, which requires, electricity used by the development to come from 100 percent renewable sources, thereby eliminating operational CO_2e emissions associated with project operation. As such, the project would be consistent with the goals of the 2017 CAP's energy and climate control measures.

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

Plan Bay Area 2050

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

As document above, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

4.9 Hazards and Hazardous Materials

The following discussion is based, in part, on a Phase I Environmental Site Assessment (ESA) prepared by Langan Engineering and Environmental Services, Inc. (Langan) and a Visual Hazardous Building Materials Survey prepared by Terraphase Engineering, Inc. The reports, dated April 2023 and January 2023, are attached to this Initial Study as Appendix F and Appendix G, respectively.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

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

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

Federal and State

<u>Federal Aviation Regulations Part 77</u>

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.

<u>Resource Conservation and Recovery Act</u>

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.[73]

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).[74]

Toxic Substances Control Act

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

California Accidental Release Prevention Program

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

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-

[73] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed September 14, 2023. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[74] California Environmental Protection Agency. "Cortese List Data Resources." Accessed September 14, 2023. https://calepa.ca.gov/sitecleanup/corteselist/.

friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

CCR Title 8, Section 1532.1

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

Regional and Local

Municipal Regional Permit Provision C.12.f

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

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, Provision C.12.f requires that permittees develop an assessment methodology for applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.[75] Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit. Single family homes and wood-frame structures are exempt from these requirements.

City of San Mateo 2030 General Plan

Various policies in the 2030 General Plan have been adopted to avoid or mitigate hazards and hazardous materials impacts resulting from planned development in the City, including the following:

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

Policy	Description
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element
S 4.1	Maintain the City's emergency readiness and response capabilities.
S 5.2	Adopt by reference all goals, policies, implementation measures, and supporting data contained in the San Mateo County Hazardous Waste Management Plan
S 5.3	Promote on-site treatment of hazardous wastes by waste generators to minimize the use of hazardous materials and the transfer of waste for off-site treatment.
S 5.4	Restrict the transportation of hazardous materials and waste to truck routes designated to Circulation Policy C-1.3, and limit such transportation to non-commute hours.

San Mateo Municipal Code Chapter 23.28 Fire Code

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

City of San Mateo Emergency Operations Plan

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

4.9.1.2 *Existing Conditions*

As part of the Phase I ESA, Langan conducted a review of historical aerial photographs and topographic maps, and historical documents of previous investigations to obtain information about the historical uses of the project site. Records and databases pertaining to hazardous materials from federal, state, and local agencies were reviewed, and a site reconnaissance was completed on March 31, 2023, to determine any potentially hazardous materials conditions affecting the project site. The historical uses and on-site sources of contamination for the project site as well as off-site sources of contamination are discussed below.

In addition, the Phase I ESA summarized prior investigations completed for the project site by RMD Environmental Solutions, Inc. These investigations are listed and summarized further below:

- Phase II Investigation (October 2020) for the properties located at 415 and 445 South B Street
- Phase I ESA (November 2020) for the properties located 415 and 445 South B Street
- Phase I ESA (June 2021) for the property located at 407 South B Street
- Phase I ESA (April 2022) for the property located at 401 South B Street
- Phase II ESA (April 2022) for the properties located along East 4th Avenue and South Railroad Avenue

Site History

The project site is comprised of six parcels (approximately 1.16 acres) and consists of the following addresses 401, 405, 407, 409, 411, 415, and 445 South B Street. The project site was developed in the early 1920s with a residential use and auto service repair shop. By the 1970s, the property was developed into a commercial area that consisted of a laundromat and dry cleaner, toy store, paint shop, kitchen store and finance offices. These businesses remained relatively unchanged through the 2000s, with the exception of a salon.

On-Site Sources of Contamination

The project site is not listed on the Cortese List or other regulatory databases as a known source or suspected source of contamination or as a site that contains hazardous materials or hazardous waste.[76] There are no prior uses of the site that constitute a source of contamination, and the contamination present on the site is derived from off-site sources, as discussed below, and in more detail on page 110.

The Phase I ESA identified two Recognized Environmental Concerns (RECs) [77]:

- **Petroleum Hydrocarbon Contamination:** concentrations of total petroleum hydrocarbons as diesel (TPHd) exceeding Maximum Contaminant Level (MCL) Priority Environmental Screening Levels (ESLs) are present in groundwater as well as concentrations of benzene exceeding residential and commercial ESLs in soil vapor. The presence of TPHd contamination below the subject property, coming from an off-site source or sources, is evidence of a release affecting the environmental integrity of the subject property and constitutes a REC for the subject property. According to historical records, gasoline service stations and automotive repair shops with USTs have been located in the vicinity of the subject property since the 1920s.
- **Chlorinated Solvents Contamination:** elevated concentration of chloroform, tetrachloroethene (PCE), and trichloroethene (TCE) are present in soil vapor on the northeastern portion of the subject property. Additionally, concentrations of PCE and

[76] CalEPA. "Cortese List Data Resources" Accessed September 14, 2023. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=38330005

[77] 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.

chloroform exceeding commercial and residential vapor intrusion ESLs are present in groundwater below the subject property. According to the open GeoTracker case file, Wardrobe Cleaners, located approximately 84 feet upgradient of the subject property, has been identified as a source of chlorinated solvent contamination in the surrounding area. The known soil vapor and groundwater contamination from the adjoining property and potential for associated vapor intrusion in subject property buildings constitutes a REC.

No Historical REC (HREC) or Controlled REC (CREC) are associated with the project site.[78]

<u>On-Site Soil, Groundwater, and Soil Vapor Testing Results</u>

Soil Contamination

2020 Phase II Investigations

Phase II subsurface investigations were completed in July and September 2020 for the properties located at 415 and 445 South B Street. Soil analytical results exceeding Environmental Screening Levels (ESLs) are summarized below:

- Total lead was detected above the Tier 1 ESL of 32 milligrams per kilogram (mg/kg) in 13 of the samples analyzed at concentrations ranging from 33.8 to 607 mg/kg. Additionally, lead was detected above the commercial ESL of 320 mg/kg at concentrations ranging from 444 to 607 mg/kg.

2022 Phase II Investigations

Phase II subsurface investigations were completed in March and April 2022 for the properties located along East 4th Avenue and South Railroad Avenue (refer to Appendix F). Soil analytical results exceeding ESLs are summarized below:

- Naphthalene was detected at a concentration of 0.048 mg/kg at a depth of one foot bgs, which exceeds the RWQCB Tier 1 ESL of 0.04 mg/kg. The detected concentrations did not exceed the residential RWQCB ESLs (3.8 mg/kg) for shallow soil exposure.
- PCE was detected at concentrations of 0.3 mg/kg and 0.11 mg/kg at depths of one and 10 feet bgs, respectively. These concentrations exceeded the Tier 1 ESLs of 0.08 mg/kg. The detected concentrations did not exceed the residential RWQCB ESLs (0.59 mg/kg) for shallow soil exposure.

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

- Arsenic was detected at concentrations ranging from 2.77 to 57.9 mg/kg in three of the soil samples exceeding the Tier 1 ESL of 0.067 mg/kg and a background level of 11 mg/kg for arsenic.
- Total lead was detected in five of the soil samples (at concentrations up to 447 mg/kg) exceeding the Tier 1 ESL of 32 mg/kg and a background level of 24 mg/kg for lead. Three of the samples exceeded the residential ESL of 80 mg/kg for shallow soil exposure and one of the samples exceeded the commercial ESL of 320 mg/kg for shallow soil exposure.
- Barium (489 mg/kg) and zinc (443 mg/kg) were detected at concentrations exceeding the Tier 1 ESLs (390 and 340 mg/kg, respectively), and background levels.

Groundwater Contamination

2020 Phase II Investigations

Groundwater analytical results exceeding ESLs are summarized below:

- Total Petroleum Hydrocarbons Gasoline (TPHg) was detected in two of the three samples analyzed at concentrations of 122 micrograms per liter (µg/L), which exceed the Tier 1 ESL of 100 µg/L for TPHg.
- PCE was detected above the Tier 1 ESL (0.64 µg/L) and the commercial/industrial ESL (2.8 µg/L) at a concentration of 2.39 µg/L and 3.16 µg/L.

2022 Phase Investigations

Groundwater analytical results exceeding ESLs are summarized below:

- TPHd was detected in concentrations ranging from 147 µg/L at boring B-3 to 520 µg/L, which exceed the Tier 1 ESL of 100 µg/L for TPHd and two of the concentrations exceeded the MCL[79] priority of 200 µg/L.
- Chloroform was detected at concentrations ranging from 1.84 µg/L to 4.15 µg/L. These concentrations exceed the Tier 1 ESL and residential ESL of 0.81 µg/L.
- PCE was detected above the Tier 1 ESL and residential ESL (0.64 µg/L) as well as the commercial ESL (2.8 µg/L) at a concentration of 4.57 µg/L in the sample collected from B-2.

Soil Vapor Contamination

2020 Phase II Investigations

Soil vapor analytical results exceeding ESLs are summarized below:

- TPHg was detected above the Tier 1 ESL of 3,300 micrograms per cubic meter (µg/m3) at a concentration of 6,900 µg/m3.

[79] MCL refers to the maximum contaminant levels allowed in drinking water.

- Benzene was detected at concentrrations ranging from 10.6 to 24.2 µg/m3, which is above the Tier 1 ESL of 3.2 µg/m3 above the Commercial ESL of 14 µg/m3 in one of the 11 samples.
- PCE was detected in concentrations ranging from 31.3 to 2,620 µg/m3, which was above the Tier 1 ESL of 15 µg/m3 in six of the 11 samples analyzed and above the Commercial ESL of 67 µg/m3 in five of the 11 samples.

2022 Phase II Investigations

Soil vapor analytical results exceeding ESLs are summarized below:

- Benzene was detected above the residential ESL of 3.2 µg/m3 a in two of the four samples analyzed. Concentrations ranged from 4.79 µg/m3 to 9.07 µg/m3.
- Chloroform was detected above the residential ESL of 4.1 µg/m3 in one of the four samples at a concentration of 11.4 µg/m3 (SVP-2).
- PCE was detected above the residential ESL of 15 µg/m3 in three of the four samples and above the commercial ESL of 67 µg/m3 in two of the four samples. PCE concentrations ranged from 38 µg/m3 to 4,180 µg/m3.
- TCE was detected above the residential ESL of 16 µg/m3 and the commercial ESL of 100 µg/m3 in one sample at a concentration of 424 µg/m3.

Summary

Based on the above, there is shallow soil impacted with lead contamination on the project site. In addition, TPHg was detected in groundwater and soil vapor. TPHd, chloroform, and PCE are present in groundwater at concentrations exceeding regulatory screening levels. Volatile organic compound (VOC) concentrations in soil vapor are in excess of residential ESLs including PCE, TCE, benzene and chloroform. These levels of various contaminants exceeding various regulatory screening levels are of potential risk, if released into the environment, to construction workers, nearby land uses, and future site occupants.

Off-Site Sources of Contamination

Federal and state databases were searched to determine the potential for the project site to be affected by releases from off-site sources of contamination within one mile of the project site. Based on distance, regulatory status, and/or apparent groundwater gradient, the Phase I ESA identified two RECs due to three off-site sources:

- 333 and 335 4th Avenue (Wardrobe Cleaners) – according to the open GeoTracker case file, Wardrobe Cleaners, which has operated at this location since 1954, has been identified as a source of PCE contamination in the surrounding area. Elevated concentrations of PCE and TCE are present in the soil vapor and groundwater beneath this facility. As discussed above, the contamination from the facility has encroached to the northeastern portion of the project site.

- 200 and 222 East 4th Avenue (Draegers Supermarkets, Inc.) – according to the closed GeoTracker case file, this property is former service station and three underground storage tanks (USTs) were removed from the property in 1988 and a hydraulic lift was removed in 1993. In 1996, approximately 335 tons of petroleum hydrocarbon contaminated soil were excavated and disposed of off-site. However, residual soil and groundwater contamination remains at the property. Based on investigations completed in 2021, TPHd and chloroform were detected in groundwater exceeding applicable ESLs.
- 405 4th Avenue (T. Endo Automotive) – according to the closed GeoTracker case file, three gasoline USTs were removed from the property in 1987 and one waste oil UST was closed in place. During the UST removal, approximately 1.5 cubic yards of petroleum hydrocarbon contaminated soil were aerated and reused on the property. TPHg, benzene, and ethylbenzene contamination in groundwater is present below the property.

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

The Visual Hazardous Building Materials Survey (refer to Appendix G) determined that asbestos containing materials (ACMs), lead-based paint (LBP) coated surfaces, and polychlorinated biphenyls (PCBs) are present on-site.

Airports

The project site is located approximately 3.7 miles south of the San Francisco International Airport and five miles northwest of the San Carlos Airport. It is located beyond the outer boundary of their respective safety compatibility zones and CNEL noise contours, as delineated in their respective Comprehensive Airport Land Use Plan (CLUP).[80,81]

Wildfire

The project site is within the City's urbanized downtown and is not located in a very high fire hazard severity zone.[82]

[80] 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.
[81] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. October 2015.
[82] California Department of Forestry and Fire Protection. *San Mateo County: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. November 2008.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 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, will 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?	☐	☐	☒	☐

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction of the project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and fluids. All hazardous materials would be transported, contained, stored, used, and disposed of in accordance with manufacturers' instructions and would be handled in

compliance with all applicable standards and regulations. Construction-related hazardous materials use would be temporary, and does not constitute routine transport, use, or disposal.

Once operational, the project would routinely store and use small quantities of cleaning supplies, maintenance chemicals, maintenance chemicals, and herbicides and pesticides. Operation of the project would also require the storage of diesel fuel associated with occasional testing and use of emergency generators during power failures. Under Health and Safety Code 25507(a)(1)(A), the project would be required to establish and implement a Hazardous Materials Business Plan if the amount of diesel fuel stored on-site exceeds 55 gallons. No other hazardous materials would be used or stored on the sites. 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. **(Less than Significant Impact)**

b) Would the project 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?

As discussed in Section 4.9.1.2 Existing Conditions, shallow soil impacted with lead is present on the project site. TPHd, chloroform, and PCE are also present in groundwater at concentrations exceeding regulatory screening levels. In addition, groundwater and soil vapor on the project site is contaminated with petroleum hydrocarbons (TPHg). Additionally, elevated concentrations of chloroform, PCE, TCE, and benzene are present in the soil vapor. The sources of contamination at the project site are due to several off-site sources.

Petroleum hydrocarbons, when inhaled, can cause acute short-term effects (e.g. eye, nose, throat irritation, headaches) or, in significant concentrations, chronic long-term effects such as damage to the central nervous system or internal organs. [83] When inhaled, chlorinated solvents (including PCE) can cause both acute (e.g. dizziness, headaches, confusion, etc.) or chronic health effects (e.g. cancer or liver, kidney, immunological, endocrine, and developmental effects).[84] Additionally, soil beneath the subject property may have residual ACMs, LBP, and/or PCBs. Contaminated soil, groundwater, and soil vapor disturbed during construction-related ground-disturbing activities (i.e., demolition [including pavement removal], excavation, grading) of the project site could become airborne and adversely affect construction workers and nearby sensitive receptors, if appropriate control measures are not implemented.

Impact HAZ-1: Construction of the project could result in exposure of construction workers, adjacent uses, and the environment to groundwater and soil contamination from petroleum hydrocarbons and chlorinated solvents.

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

Mitigation Measures

MM HAZ-1.1: Based on the history of the project site, areas of impacted soil, soil vapor, and/or groundwater may be encountered during construction activities. To establish appropriate management practices for handling and management of impacted soil, soil vapor, and groundwater that may be encountered during construction activities, the applicant shall submit a Site Management Plan (SMP) and Health and Safety Plan (HSP) to San Mateo County Environmental Health Department for review and approval. The SMP and HSP shall be designed and implemented to protect human health of construction workers, the public and the environment during site preparation, grading, and excavation activities by including protocols, measures, and techniques for the proper handling, management, re-use and/or disposition of affected soil, soil vapor, and groundwater found on the site during such activities. The SMP and HSP shall be prepared by a qualified environmental engineering firm with demonstrated expertise and experience in the preparation of SMPs and HSPs and shall be stamped by an appropriately-licensed professional. Proof of County Environmental Health Department approval shall be provided to the City's Building Division and Planning Division prior to issuance of the first building permit, including demolition. The SMP and HSP shall be implemented by the applicant throughout all ground-disturbing work. Prior to dewatering during project construction, a Discharge Plan shall be prepared and submitted to the satisfaction of the Director of Public Works for approval.

With implementation of mitigation measure MM HAZ-1.1 above, contaminated soils on-site would be properly identified, characterized, removed and disposed of properly prior to ground-disturbing activities, thus preventing exposure of construction workers, nearby sensitive receptors, and the environment to soil contaminants from construction of the project. **(Less than Significant Impact with Mitigation Incorporated)**

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no existing schools within one quarter mile of the project site. The nearest school to the project site is Sunnybrae Elementary School located approximately 0.4 miles southeast. As discussed above, the project with the implementation of mitigation measure MM HAZ-1.1 identified under checklist question a) would not emit significant hazards or hazardous materials impacts from construction or operation. For these reasons, the project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. **(Less than Significant Impact)**

d) Would the project 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?

As discussed in Section 4.9.1.2 Existing Conditions, the project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. **(No Impact)**

e) If 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is located approximately 3.7 miles south of the San Francisco International Airport and five miles northwest of the San Carlos Airport. The project site is located beyond their respective safety compatibility zones and CNEL noise contours, as delineated by their respective CLUPs. [85,86] The buildings would be a maximum of 85 feet and six inches to the top of the mechanical enclosure 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. **(Less than Significant Impact)**

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

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

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

As discussed in Section 4.9.1.2, the project site is not within an area designated as a wildland fire hazard zone. In addition, the project would be in compliance with applicable building and fire codes adopted by San Mateo. For these reasons, the project would not expose people or structures,

[85] 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.
[86] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. October 2015.

either directly or indirectly, to an increased significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

4.9.3 Non-CEQA Effects

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

As discussed above in Section 4.9.1.2, volatile organic compounds (chloroform, PCE, and TCE) are present at concentrations exceeding applicable ESLs for vapor intrusion. The various soil and groundwater contaminants present on the site would be addressed during construction through the implementation of mitigation measure MM HAZ-1.1. The following conditions of approval would be required for project implementation to reduce risks to future residents and employees of the site.

Condition of Approval HAZ-1:

(A) A Vapor Intrusion Mitigation Plan shall be prepared that includes a Vapor Mitigation System (VMS) that will minimize the risk of exposure of future employees and residents to VOCs in indoor air as a result of vapor intrusion. The Vapor Intrusion Mitigation Plan will require the project applicant to design the foundation features and mechanical systems serving interior spaces with appropriate engineering features to reduce risk of vapor intrusion into the building. The Vapor Intrusion Mitigation Plan shall be submitted to San Mateo County Health for review and approval. Alternative designs may be acceptable if approved in writing by the San Mateo County Health. The applicant shall provide proof of San Mateo County Health approval for the Vapor Intrusion Mitigation Plan to the City's Building Division and Planning Division, prior to building permit issuance for the subterranean garage.

Condition of Approval HAZ-2:

(A) It is anticipated that construction will extend below the water table. Accordingly, it is not technically feasible to utilize a sub-slab depressurization system to address potential soil vapors. Rather, a robust vapor barrier shall be applied to the foundation walls and beneath the slab using materials that are resistant to the contaminants of concern at the site to serve as a vapor mitigation system (VMS). In addition, the mechanical systems serving interior spaces will be designed to assure positive pressurization of the interior spaces founded on the basement level garage. To document the effectiveness of the VMS, post-construction indoor air sampling shall be conducted by a State of California qualified Environmental Professional. The results of the post-construction sampling shall be submitted to the San Mateo County Health for review and approval prior to the issuance of final occupancy permits. The sampling shall be conducted at approximately four weeks after

completion of construction of the lowest occupied level and ground floor level of the structures to be constructed. Testing shall take place during the potentially "worst-case" months of January/February and June/July.[87] The applicant shall provide proof of San Mateo County Health approval for the items above to the City's Building Division and Planning Division prior to final inspection, issuance of a temporary certificate of occupancy, or issuance of a certificate of occupancy, whichever occurs first.

Condition of Approval HAZ-3:

(A) A Long-Term Operations, Maintenance, and Monitoring Plan (OMMP) shall also be submitted to the San Mateo County Health for approval that presents the actions that must be taken following construction to maintain and monitor the VMS. The OMMP is anticipated to include annual inspections of foundation elements and the HVAC system serving the lowest level of the structure. The OMMP shall also include a contingency plan in the event that leaks are detected in the foundation system, or the HVAC system serving the lowest level of the structure fails. The applicant shall provide proof of San Mateo County Health approval for the items above to the City's Building Division and Planning Division prior to issuance release of utilities, final inspection, issuance of a temporary certificate of occupancy, or issuance of a certificate of occupancy, whichever occurs first.

[87] 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 EPA and the SWRCB have been developed to fulfill the requirements of this legislation. EPA regulations include the NPDES permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the RWQCBs. The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the SWRCB's website.[88]

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 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.

[88] California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed September 13, 2023. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html.

Regional and Local

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 May 2022 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.[89] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 5,000 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: (1) the post-project impervious surface area is less than, or the same as, the pre-project impervious surface area; (2) the project is located in a catchment that drains to a hardened (e.g., continuously lined with concrete) engineered channel or channels or enclosed pipes, which extend continuously to the Bay, Delta, or flow controlled reservoir, or, in a catchment that drains to channels that are tidally influenced; or (3) the project is located in a catchment or subwatershed that is highly developed (i.e., that is 70 percent or more impervious).[90]

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[89] California Regional Water Quality Control Board San Francisco Region. Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008. May 11, 2022.

[90] The Hydromodification Applicability Maps developed the permittees under Order No. R2-2009-0074 were prepared using this standard, adjusted to 65 percent imperviousness to account for the presence of vegetation on the photographic references used to determine imperviousness. Thus, the maps for Order No. R2-2009-0074 are accepted as meeting the 70 percent requirement.

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.[91] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit. Single-family residential and wood frame structures are exempt.

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 NPDES permit. The SMCWPPP includes pollution reduction activities for construction sites, illegal discharges and illicit connections, new development, and municipal operations. The program also includes a target pollutant reduction strategy and monitoring program.

Local

City of San Mateo 2030 General Plan

Various policies in the 2030 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.

[91] California Regional Water Quality Control Board San Francisco Region. Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008. May 11, 2022.

Policy	Description
	1. Prevent water pollution from point and non-point sources. 2. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development. 3. Encourage the use of drought-tolerant and native vegetation in landscaping.

San Mateo Municipal Code Chapter 7.39 Stormwater Management and Discharge Control

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

City of San Mateo Green Infrastructure Plan

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

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

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

The project site is fully developed with four commercial buildings, and a surface parking lot. As it exists, approximately 98 percent (49,963 square feet) of the project site is impervious while the remaining two percent (637 square feet) is pervious.

Stormwater from the site is collected in a system of on-site storm drain facilities (inlets, underground pipes) and conveyed to the City's existing storm drain system. Storm drain pipes are located in South B Street and 5th Avenue. Stormwater continues to an outfall at San Mateo Creek that directly drains into the San Francisco Bay.

Surface Water Quality

The nearest waterways in proximity to the project site include San Mateo Creek (located approximately 1,500 feet north of the site), whose watershed encompasses the project site and flows from the western hills to the San Francisco Bay; and the 16th Avenue Channel, which drains

from the neighborhoods west of the UPRR railway into the Marina Lagoon watershed, where collected stormwater is then pumped into the San Francisco Bay.

Lower San Mateo Creek is currently listed on the 303(d) list of impaired waterways due to sediment toxicity from unknown sources.[92]

Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin, San Mateo Plain Subbasin. The regional topographic gradient is generally north northeast towards the San Francisco Bay, however, the direction in groundwater flow patterns may vary due to geologic conditions. Shallow groundwater may be encountered at depths of approximately 11 feet bgs in the vicinity of the project site. Groundwater levels can fluctuate temporally due to a variety of factors, including seasonal variations in precipitation and temperature, and rates of groundwater extraction in the surrounding area.

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 San Francisco Public Utilities Commission (SFPUC) and provided via eleven active and three standby metered turnouts from SFPUC transmission lines.

Flooding

The site is not located within a 100-year flood hazard zone. According to the FIRM prepared by the FEMA for the project area, the site is located within Zone X (Area of Minimal Flood Hazard).[93] Areas within Flood Zone X have a 0.2 percent annual chance of flooding, with average depths of less than one foot or with drainage areas less than one square mile.

Seiche, Tsunami, and Mudflows

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

A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. Tsunamis affecting the Bay Area can result from off-shore earthquakes within the Bay Area. The project site is

[92] California State Water Quality Control Board. Impaired Water Bodies - 2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report). Accessed September 13, 2023. https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml

[93] Federal Emergency Management Agency. *Flood Insurance Rate Map*, *Community Panel No. 06081C0154G*. Map. Effective Date: April 5, 2019.

approximately one mile southwest from the shoreline of the San Francisco Bay and is not located in a Tsunami Hazard Area.[94]

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.[95]

4.10.2 Impact Discussion

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

[94] California Department of Conservation. "San Mateo County Tsunami Hazard Area". September 13, 2023. .https://www.conservation.ca.gov/cgs/tsunami/maps/san-mateo.

[95] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed September 13, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☒	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

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

Construction Impacts

Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in adjacent waterways and groundwater. When disturbance to the soil occurs, sediments may be dislodged and discharged into the storm drainage system after surface runoff flows across the site.

The project will disturb more than one acre and would be required to comply with the State of California Construction General Permit. As such, an NOI must be submitted to the RWQCB and a SWPPP must be developed to establish methods for controlling discharge associated with construction activities. Pursuant to City requirements, the project would implement the following conditions of approval to reduce potential construction-related water quality impacts.

Condition of Approval HYD-1:

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

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

(B) Use effective, site-specific erosion and sediment control methods during the construction periods. Provide temporary cover of all disturbed surfaces to help control erosion during construction. Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.
(C) Protect existing storm drain inlets within and immediately downstream from the project area from sedimentation with filter fabric fences gravel bags block and gravel filters.
(D) Cover and stabilize stockpiled soil and materials with tarps, geotextile fabric, hydroseeding and/or erosion control blankets
(E) Install berms or silt fencing around stockpiled materials to prevent stormwater runoff from transporting sediment off-site.
(F) The project applicant shall provide a Storm Water Pollution Prevention Plan (SWPPP) in compliance with Bay Area Stormwater Management Agencies Association (BASMAA) Blueprint for a Clean Bay Best Management Practices to Prevent Stormwater Pollution from Construction-Related Activities.
(G) The applicant shall perform all construction activities in accordance with the City's Storm Water Management and Discharge Control Rules and Regulations (SMMC 7.39), and the San Mateo Countywide Water Pollution Prevention Plan (SMCWPPP) by reference.

Condition of Approval HYD-2:

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

Condition of Approval HYD-3:

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

As discussed in Section 4.9 Hazards and Hazardous Materials, elevated concentrations of TPHg, PCE, TPHd, and chloroform have been identified in groundwater samples collected for the project site. Groundwater in the area is expected at 11 feet bgs. Excavation required to construct the proposed underground garage would extend to a depth of 19.5 feet bgs where it may encounter the water table. Any dewatering required for excavation and construction activities 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). Additionally, due to the presence of contaminated groundwater (refer to Section 4.9 Hazards and Hazardous Materials) the project would be required to comply with RWQCB procedures for disposal and transport of contaminated groundwater, in addition to site monitoring requirements. The following mitigation measures would be implemented to reduce potential impacts to local surface waters, as well as to construction workers from contaminated groundwater:

Mitigation Measures:

MM HYD-1.1: The applicant shall implement the following measures to reduce potential impacts to surface waters from contaminated groundwater in the site vicinity:

(A) The applicant shall notify the Regional Water Quality Control Board (RWQCB) prior to any construction dewatering required by the proposed project.

(B) The applicant shall have a qualified hydrogeologist collect groundwater samples at the project site prior to the issuance of any permits with construction dewatering activities. In light of the planned terminal depth of construction (which is below the water table), the project as planned will depress the groundwater at the site during excavation and construction activities. Accordingly, workers are not anticipated to be in direct contact with potentially contaminated groundwater at the site.

(C) Groundwater shall be treated such that it complies with discharge and reporting requirements of the Volatile Organic Compound (VOC) and Fuel General Permit (Order No. R2-2018-0050) or the effective permit at the time of construction and applicable water quality objectives as designated in the San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan), or hauled off-site for treatment and disposal at a permitted waste treatment facility. The applicant shall be responsible for demonstrating to the Director of Public Works or the Director's designee that the treatment and disposal requirements set forth in this mitigation measure have been met.

(D) The applicant shall dispose any contaminated groundwater that is dewatered from the project site during construction activities in accordance with local and regional requirements for safe transport and disposal of contaminated groundwater.

With implementation of MM HYD-1.1, the project would be required to notify the RWQCB prior to dewatering activities. Subsequently, a qualified hydrogeologist would evaluate groundwater samples taken from the site to determine, in consultation with the City as lead agency, if TPHg, PCE, TPHd, and chloroform pose a risk to construction workers or nearby sensitive receptors. Any groundwater with contamination in excess of RWQCB ESLs would be removed in accordance with local and regional laws, which would ensure that groundwater quality is not further degraded by the project.

Construction of the proposed project, with implementation of mitigation measure MM HAZ-1.1, the City's standard conditions of approval, General Plan policies, and Municipal Code regulations would not result in significant construction-related water quality impacts.

Post-Construction Impacts

Currently the project site is 98 percent impervious (49,963 square feet) and two percent (637 square feet) pervious. Following project completion, the project site would be developed with 47,961 square feet of impervious surface (95 percent) and 2,639 square feet of pervious surfaces (five percent).

As proposed, the project would replace and create more than 5,000 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 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. 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 to utilize self-treating areas and would direct runoff onto vegetated areas.

In addition to conformance with the Provision C.3 requirements, the project would be subject to the following conditions of approval, which are based on RWQCB requirements and City of San Mateo Standard conditions of approval and are included in the project. Because the project site is located in an exempted area, the project is not subject to hydromodification management requirements, per Provision C.3.g of the MRP.[96]

Conditions of Approval HYD-4:

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

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

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

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

d) All process equipment, oils fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum-based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times.

[96] San Mateo Countywide Water Pollution Prevention Program. Regulated Projects Guide. January 2020. https://www.flowstobay.org/wp-content/uploads/2020/03/SMCWPPP-C.3-Regulated-Project-Guide-High-Res_021220_0.pdf.

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

With implementation of the identified Conditions of Approval listed and mitigation measures above, the proposed project would result in a less than significant impact on water quality during project construction and operation. **(Less than Significant Impact with Mitigation Incorporated)**

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

The 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 the treated stormwater shall infiltrate the soil column and replenish the groundwater as intended using LID stormwater treatment methods. Accordingly, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge with mitigation incorporated. **(Less than Significant Impact)**

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

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. Since the project would result in less impervious surface on the sites, the project would result in a corresponding reduction in the amount of surface runoff compared to existing conditions. 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. The

project would, therefore, not substantially alter the drainage pattern of the site or area in a manner which would result in on or offsite erosion, flooding, or runoff impacts. **(Less than Significant Impact)**

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

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

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

The project site is located in the San Mateo Plain subbasin of the Santa Clara Valley groundwater basin. The San Mateo Plain subbasin has not been identified as medium- or high-priority groundwater basin by the California Department of Water Resources; therefore, a Groundwater Sustainability Plan does not need to be prepared for the subbasin per the requirements of the Sustainable Groundwater Management Act.[97] While the project would dewater the site during construction activity, which would lower ground water levels surrounding the site, the dewatering process would be temporary, and would not lead to overdraft of the local aquifer. Thus, the proposed project would not conflict with a sustainable groundwater management plan.

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

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

4.11 Land Use and Planning

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Local

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 2030 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 2030 General Plan, focusing on preserving the city image conveyed by focal points, corridors, and gateways, and discussing the design of future residential and commercial areas. The 2030 General Plan reflects the community's long-term vision and provides the framework for land use decisions on a broad scale. The City of San Mateo has established eight major policy strategies in the 2030 General Plan:

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

Various policies in the 2030 General Plan have been adopted to avoid or mitigate impacts to land use and planning resulting from planned development within the City, including the following:

Policy	Description
LU 1.1	Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.
LU 1.4	Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris

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

City of San Mateo Zoning Ordinance

The Zoning Ordinance is the primary tool for implementing the policies of the General Plan and addressing physical development standards and criteria for the City. Government Code Section 65860 requires municipalities to maintain consistency between their zoning ordinance and their adopted General Plan. One of the purposes of zoning is to implement the land use designations set forth in the General Plan. Existing zoning in the City includes 23 districts and provides development standards for land uses. Although the two are distinct documents, the San Mateo General Plan and Zoning Ordinance are closely related, and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

Downtown Area Plan

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

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

4.11.1.2 *Existing Conditions*

The project site is located within the Downtown Area Plan of San Mateo. The project site is comprised of six parcels occupied by four commercial buildings, and surface parking lot. The site is surrounded by a mix of commercial, residential, and parking lot uses.

The project site is designated as Downtown Retail Core under the City's General Plan and is zoned CBD/R, Central Business District, Residential Overlay District. The Downtown Area Plan generally describes the Downtown Retail Core designation as a mix of ground floor retail uses that will contribute to foster retail vitality and Downtown's pedestrian-oriented environment. The San Mateo Municipal Code states that the purpose of the CBD district is to encourage new development and the re-use of existing Downtown structures as a center for retail, cultural, entertainment, and community services uses. Pedestrian activity should be strongly encouraged at the ground floor level, while upper floor office and residential uses should be encouraged to promote active daytime and nighttime use of the Downtown area. The purpose of the CBD district is to encourage the development of retail, cultural, entertainment, and community serving uses. Residential uses are permitted within this zoning district when they are part of a mixed-use development. Residential uses are also encouraged in order to provide housing opportunities for Downtown employees, as well as existing and future residents.

4.11.2 Impact Discussion

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

a) Would the project physically divide an established community?

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

The proposed project would redevelop the project site by demolishing the existing commercial buildings and constructing a seven-story residential building and six-story commercial building. 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. **(Less than Significant Impact)**

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

Land Use Incompatibility

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

Demolition and construction activities under the proposed project could temporarily impact nearby uses (refer to Section 4.3 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 Initial Study, would not result in significant environmental impacts due to operational activities.

If constructed, the proposed office and residential uses would be compatible with the surrounding employment-generating, commercial, and residential uses. The proposed uses are allowed under the site's 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.

Consistency with Plans, Policies, and Regulations

<u>City of San Mateo</u>

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. The project is located within the Downtown Area Plan which supports new development in downtown San Mateo. The project site has a Downtown Retail Core General Plan land use designation and is zoned CBD/R, Central Business District Support, Residential Overlay District which allows office uses and multiple-family dwellings when included as part of a mixed-use development, subject to development standards for CDB zoning districts (Section 27.39.020 of the Zoning Code) and affordable housing requirements as adopted by City Council resolution.

High-density office uses are permitted on sites with a Downtown Retail Core land use designation, and CBD zoning districts encourage mixed-use office and retail developments. As such, the proposed seven-story residential building and six-story commercial building would be consistent with the planned use of the site in the General Plan. The site's General Plan land use designation of Downtown Retail Core allows a maximum height of 55 feet. As described in Section 3.1.3, the project is requesting waivers pursuant to California State Density Bonus Law to allow the residential and commercial buildings to have a maximum height of 87 and 85 feet and nine inches (measured

to the highest plate line), respectively. The proposed residential building would be approximately 81,963 square feet in size and 87 feet measured to the highest plate line. The proposed commercial building would be approximately 162,934 square feet in size and 87 feet to the highest plate line. The project's consistency with General Plan policies, Municipal Code requirements, and other City policies as they pertain to specific environmental impacts associated with a development of the proposed size and use have been evaluated throughout this Initial Study and found to be less than significant with mitigation incorporated.

Further, the proposed project would reinforce the goals and policies set forth in the Downtown Area Plan by facilitating housing production, providing commercial and office uses, and preparing a TDM plan to reduce vehicle trips.

Regional Plans, Policies, and Regulations

Consistency with regional plans adopted to reduce specific environmental impacts, such as the BAAQMD 2017 CAP and the City of San Mateo 2020 CAP, is discussed in the corresponding sections of this Initial Study (e.g., Section 4.3 Air Quality and Section 4.8 Greenhouse Gases, respectively). The project's proposed maximum height (85 feet and six inches to the top of the mechanical enclosure) 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.[98]

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

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

4.12 Mineral Resources

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

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

4.12.1.2 *Existing Conditions*

The project site is located in a developed urban area of the City of San Mateo. Mineral resources within San Mateo County are located in the coastal areas, mountains, and baylands. There are no known mineral resources on or in the vicinity of the project site.[99]

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that will 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?	☐	☐	☐	☒

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

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?

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

b) Would the project 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?

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

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 May 15, 2024, is attached to this Initial Study as Appendix H.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

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

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[100] 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.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration

[100] 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}.

limits. Human perception of vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level. Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building.

Railroad and light rail operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground vibration from rail vehicles has been correlated best with the average, root mean square (RMS) velocity of the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1 x 10-6 in/sec RMS, which equals 0 vibration decibels (VdB), and 1 in/sec equals 120 VdB.

Typical background vibration levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for most humans. Perceptible vibration levels inside residences are attributed to the operation of heating and air conditioning systems, door slams and foot traffic. Construction activities, train operations, and street traffic are some of the most common external sources of vibration that can be perceptible inside residences.

Federal

Federal Transit Administration

The Federal Transit Administration (FTA) has identified vibration impact criteria for sensitive buildings, residences, and institutional and uses near rail transit and railroads. These criteria are shown in Table 4.13-1. The thresholds for office buildings that operate primarily during daytime hours are 75 VdB for frequent events (more than 70 events of the same source per day), 78 VdB for occasional events (30 to 70 vibration events of the same source per day), and 83 VdB for infrequent events (less than 30 vibration events of the same source per day).

Table 4.13-1: Groundborne Vibration Impact Criteria

Land Use Category	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations	65 VdB[4]	65 VdB[4]	65 VdB[4]
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB

[1] Frequent Events – defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

[2] Occasional Events – defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.

[3] Infrequent Events – defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.

[4] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research should always require detailed evaluation to define the acceptable vibration levels. Ensuring low vibration levels in a building requires special design of HVAC systems and stiffened floors.

State

California Department of Transportation

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

California Building Standards Code

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

California Green Building Standards Code

For commercial uses, CalGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} or greater noise contour for a freeway

or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at a proposed commercial use.

Local

City of San Mateo 2030 General Plan

Various policies and actions in the 2030 General Plan have been adopted to avoid or mitigate impacts to noise resulting from planned development within the City, including the following:

Policy	Description
N 1.1	Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 (Table 4.13-2) that have an exterior noise level of 60 dB (L_{dn}) or above, as shown on Figure N-1. The maximum interior noise level shall not exceed 45 dB (L_{dn}) in any habitable rooms.
N 1.2	Require an acoustical analysis for new parks, play areas and multi-family common open space (intended for the use of the enjoyment of residents) that have an exterior noise level of 60 dB (L_{dn}) or above. Require an acoustical analysis that uses peak hour L_{eq} for new parks and play areas. Require a feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB (L_{dn}) for residential uses and should not exceed 65 dB (L_{eq}) during the noisiest hour for public park uses.
N 2.1	Continue implementation and enforcement of City's existing noise control ordinance: (a) which prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and (b) restricts the hours of construction to minimize noise impact.
N 2.2	Protect all "noise-sensitive" land uses listed in Table N-1 and N-2 (Table 4.13-2 and 4.13-3 below) of the General Plan from adverse impacts caused by noise generated onsite by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (L_{dn}) or greater at the common property line, excluding existing ambient noise levels. "Noise-sensitive" land uses, such as residential neighborhoods, hotels, hospitals, schools, and outdoor recreation areas must be protected from new development that causes discernable increases in noise levels as a result of on-site activities. Noise generators such as machinery or parking lots must be mitigated through physical measures or operational limits.
N 2.3	Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses that generate noise levels of 65 dB (L_{dn}) or above at the property line, excluding existing ambient noise levels. Commercial and industrial areas typically tolerate higher noise levels than residential neighborhoods. However, some control is necessary for new development within non-residential areas so that exceptionally noisy uses are restricted.
N 2.4	Recognize projected increases in ambient noise levels resulting from traffic increases, as shown on Figure N-2. Promote the installation of noise barriers along highways where "noise-sensitive" land uses listed in Table N-1 are adversely impacted by unacceptable noise levels [60 dB (L_{dn}) or above]. Require adequate noise mitigation to be incorporated into the widening

Policy	Description
	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).
N 2.5	Promote the installation of noise barriers along the railroad corridor where "noise-sensitive" land uses are adversely impacted by unacceptable noise levels [60 dB (L_{dn}) or greater]. Promote adequate noise mitigation to be incorporated into any rail service expansion to rack realignment. Study the need of depressing the rai line to eliminate at-grade crossings or other mitigation measures to decrease noise eves prior to substantial expansion of the rail service.

Table N-1 in the San Mateo 2030 General Plan identifies normally acceptable, conditionally acceptable, and normally unacceptable noise level standards by land use. Table N-2 in the San Mateo 2030 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})

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*

Notes:

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

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

Table 4.13-3: Construction Noise Level Standards

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

Notes:

[1] Pursuant to Municipal Code Section 7.30.040

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

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

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

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

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

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

4.13.1.2 *Existing Conditions*

Noise Environment

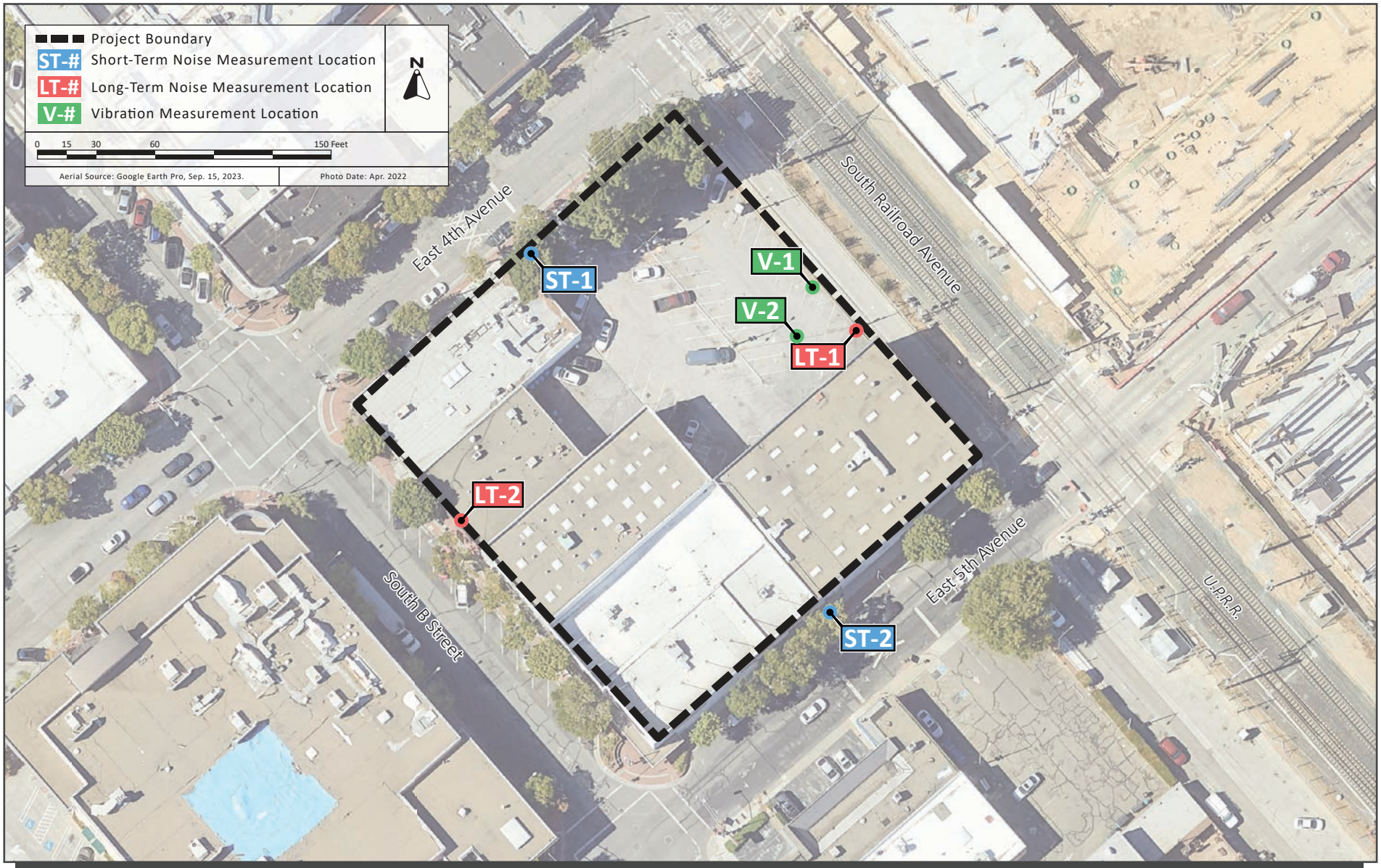
The existing noise environment at the project site results primarily from local vehicular traffic along South B Street and East 4th Avenue and railroad activity along the nearby Caltrain tracks. US 101 traffic and aircraft associated with the San Francisco International Airport also contribute to the existing noise environment. A noise monitoring survey, which included two long-term (LT-1 and LT-2) and two short-term (ST-1 and ST-2) noise measurements, was performed at the site between Wednesday, September 13, 2023, and Friday, September 15, 2023. All measurement locations are shown on Figure 4.13-1.

Based on these noise measurements, ambient noise levels at the project site range from 75 to 84 dBA L_{eq} during the day and from 54 to 81 dBA L_{eq} at night. Typical traffic noise ranged from 57 to 73 dBA. A bus generated noise levels of 75 dBA, train passbys generated noise levels of up to 77 dBA, and a jet flyover generated noise levels of 64 dBA. Distant intermittent construction generated noise levels of 50 to 61 dBA.

Vibration Environment

The existing vibration environment at the project site results primarily from train passbys. Vibration measurements were performed at the site on Wednesday, September 13, 2023 between 10:41 a.m. and 11:50 a.m. Measurement locations are shown on Figure 4.13-1.

Based on these vibration measurements, vibration levels at the project site range from 67 to 73 VdB.



NOISE AND VIBRATION MEASUREMENT LOCATIONS

FIGURE 4.13-1

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
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?	☐	☐	☒	☐

4.13.2.1 *Thresholds of Significance*

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

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

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

- Construction Vibration: The project would be considered to have a significant construction-related vibration impact if vibration generated during construction exceeds 0.3 in/sec PPV at buildings of normal conventional construction or 0.25 in/sec PPV at historical and older buildings[101], 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.

a) Would the project 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?

Construction Noise

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

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

Project construction is anticipated to occur over a period of approximately 21 months. Consistent with Section 7.30.060 of the City's Municipal Code, construction hours would be limited to 7:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 5:00 p.m. on Saturdays, and 12:00 p.m. to 4:00 p.m. on Sundays and holidays. Construction phases of the proposed project would include demolition, site preparation, grading/excavation, trenching, building construction, and paving. Equipment used during construction activities is expected to include excavators, concrete and industrial saws, tractors, loaders, backhoes, graders, dozers, cranes, forklifts, shoring drill rigs, welders, air compressors, aerial lifts, cement and mortar mixers, pavers and paving equipment, and vibratory rollers. No pile driving is proposed. Table 4.13-4 below shows the calculated construction noise levels at the surrounding land uses.

[101] Older buildings refer to buildings constructed prior to World War II when plaster was still commonly used.

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

Phase of Construction	Calculated Hourly Average Noise Levels, L_{eq} (dBA)							
	Southwest Future Residential and Office (175 feet[a], 130 feet[b], 235 feet[c])	**West Commercial (260 feet[a], 265 feet[b], 280 feet[c])**	**Northwest Commercial (170 feet[a], 215 feet[b], 125 feet[c])**	**North Office (280 feet[a], 345 feet[b], 205 feet[c])**	**Northeast Future Residential (190 feet, 230 feet, 125 feet)**	**East Future Parking Garage (260 feet[a], 275 feet[b], 260 feet[c])**	**Southeast Commercial (170 feet[a], 130 feet[b], 220 feet[c])**	**South Residential (275 feet[a], 215 feet[b], 345 feet[c])**
Demolition	73[a]	70[a]	74[a]	69[a]	73[a]	70[a]	74[a]	69[a]
Site Preparation	71[a]	68[a]	71[a]	67[a]	70[a]	68[a]	71[a]	67[a]
Grading/Excavation	74[a]	70[a]	74[a]	70[a]	73[a]	70[a]	74[a]	70[a]
Trenching/ Foundation	72[a]	69[a]	72[a]	68[a]	71[a]	69[a]	72[a]	68[a]
Podium	62[a]	58[a]	62[a]	58[a]	61[a]	58[a]	62[a]	58[a]
Building – Exterior	70 to 71[b,c]	63 to 66[b,c]	70 to 71[b,c]	66 to 67[b,c]	70 to 71[b,c]	64 to 66[b,c]	70 to 71[b,c]	65 to 67[b,c]
Building – Interior/ Architectural Coating	59 to 61[b,c]	53 to 56[b,c]	60 to 61[b,c]	55 to 57[b,c]	50 to 61[b,c]	53 to 56[b,c]	59 to 61[b,c]	55 to 57[b,c]
Paving	74[a]	71[a]	75[a]	70[a]	74[a]	71[a]	75[a]	70[a]

Notes:

[a] Distance measured from and noise levels propagated from center of the entire site.

[b] Distanced measured from and noise levels propagated from center of the proposed office building.

[c] Distance measured from and noise levels propagated from center of the proposed residential building.

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

Source: Illingworth & Rodkin, Inc. *Bespoke Project 445 South B Street Noise and Vibration Assessment.* May 15, 2024.

As shown in Table 4.13-4 above, construction noise levels would intermittently range from 74 to 91 dBA L_{eq} when activities occur approximately 25 feet from nearby receptors and would typically range from 51 to 75 dBA L_{eq} when focused near the center of the site. Individual pieces of equipment could exceed the City's 90 dBA noise limit at a distance of 25 feet. Further, when equipment is used within 25 feet of the project's boundaries, 90 dBA could be exceeded outside the property plane.

Consistent with General Plan Policy N-2.2, which assumes that mitigation measures would be necessary for new developments to reduce noise levels to acceptable levels for existing sensitive receptors, the project would implement mitigation measure MM NOI-1.1 below.

Impact NOI-1: Construction of the proposed project would exceed the City's 90 dBA noise limit.

Mitigation Measures:

MM NOI-1.1: A Construction Noise Plan shall be prepared by the contractor that specifies hours of construction, noise minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The Construction Noise Plan shall demonstrate that noise levels during demolition or construction will not exceed 90 A-weighted sound level (dBA) at distance of 25 feet from the source of noise. The contractor shall submit the Construction Noise Plan to the City's Building Division subject to the satisfaction of the Community Development Director, or his/her designee, prior to the issuance of any demolition, building, and site development permit relating to the construction of the superstructure and prior to the pre-construction conference. At minimum, the Construction Noise Plan shall include:

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

(B) Quieter saws, cement mixers, cranes, dozers, excavators, graders, and pavers shall be selected. No individual device or piece of equipment shall produce a noise level exceeding 90 dBA at a distance of 25 feet from the source.

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

(D) Unnecessary idling of internal combustion engines for longer than five consecutive minutes shall be strictly prohibited.

(E) Stationary noise-generating equipment shall be located at a minimum distance of 30 feet from sensitive receptors and property lines. If they must be located within 30 feet of receptors and property lines, adequate muffling (with barriers or enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent receptors to 90 dBA. All temporary barriers used shall be eight feet in height at minimum, continuous from grade to top, with no cracks or gaps, and have a minimum surface density of three pounds per square foot (e.g., one-inch-thick wood fence boards).

(F) Utilize "quiet" air compressors and other stationary noise sources where technology exists.

(G) The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.

(H) Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise and vibration. The disturbance coordinator will determine the cause of the complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to reduce the noise impact as required by the Noise Control Plan. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Implementation of MM NOI-1.1 above would reduce construction noise levels coming from the site, limit construction hours, minimize disruption and annoyance, and ensure compliance with the City's Noise Ordinance and General Plan Policy N-2.2. Therefore, the proposed 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, and impacts would be less than significant.

Operational Noise

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 L_{dn} or greater. Policy N2.3 limits new commercial developments from generating noise levels of 65 dBA L_{dn} or greater at the property line, excluding existing ambient noise levels. Additionally, operational noise is limited to the noise levels specified in Table 7.30.040 of the Municipal Code, adjusted for ambient conditions. Since the average hourly average noise levels measured in the project vicinity during daytime and nighttime hours exceed

the Municipal Code thresholds, the measured average noise levels are used as the baseline threshold for activities occurring at limited amounts of time (five to 30 minutes in a given hour) to conservatively assess the significance of the project's operational noise.

Project Traffic

Based on a review of the Transportation Impact Assessment (TIA) prepared for the project (refer to Appendix I), project-generated traffic is estimated to result in an overall noise level increase of one dBA L_{dn} or less along each roadway segment in the project vicinity. Therefore, project traffic would not result in a permanent noise increase of three dBA L_{dn} or more at noise-sensitive receptors in the project vicinity. Project-generated traffic would result in a less than significant noise impact.

Mechanical Equipment

Indoor Equipment

The project would include a fire pump room in the below-grade parking garage and two transformer rooms on the ground level in the southeastern corner of the residential building. Noise generated by the fire pump would not be audible outside the room.

The transformer rooms would house transformers up to 1,000 kilovolt amperes (kVA). Assuming the transformers run continuously during daytime and nighttime hours, the hourly average noise level for both transformers would be 67 dBA L_{dn}, and the day-night average noise level would be 73 dBA L_{dn}. With no windows in the transformer room, the building would provide about 20 d_{BA} attenuation for surrounding receptors.

Due to the location of the transformer rooms, the only receptors exposed to transformer noise would include the northeast future residences (under construction), east future parking garage (under construction), and southeast commercial uses.[102] Based on the estimated noise levels and assumed attenuation, the transformer rooms would not exceed the City's daytime or nighttime thresholds at surrounding land uses. For existing receptors, the noise level increase due to ground-level equipment would not be measurable or detectable, resulting in a less than significant impact.

Rooftop Equipment – Residential Building

The project is assumed to include heating, ventilation, and air conditioning (HVAC) units on the rooftop. HVAC units typically generate noise levels up to 62 dBA at a distance of 20 feet. Assuming eight units operate simultaneously at any given time in the same general area of the roof, the combined hourly average noise level would be 71 dBA at 20 feet. These types of units would cycle on and off continuously over a given 24-hour period, and assuming all eight units would run continuously, the day-night average noise level under worst-case conditions would be 77 dBA L_{dn} at 20 feet.

[102] The future residences and future parking garage refer to the Kiku Crossing and 5th Avenue Garage residential and parking garage project that is currently under construction.

The elevation of the residential rooftop equipment above the ground would provide a minimum attenuation of 15 dBA for all ground-level receptors with direct line-of-sight, which would include the existing commercial uses to the northwest. The future residential building to the northeast and the existing office building to the north would have elevated receptors, which would have direct line-of-sight to the residential rooftop (i.e., no attenuation). All other receptors surrounding the project site would not be exposed to rooftop equipment noise from the residential building.

The rooftop equipment on the residential building would not exceed the City's daytime or nighttime thresholds at the existing and future receptors during daily operations. For all existing receptors, the noise level increase due to rooftop equipment would not be measurable or detectable, resulting in a less than significant impact.

Rooftop Equipment – Office Building

The proposed office building would include a 450-kilowatt (kW) emergency generator, heat pump condenser units, and air handling units on the rooftop of the proposed office building. According to the specification sheet of the proposed generator model, the emergency generator would generate sound pressure levels of 88 dBA at 23 feet with a standard weather enclosure, 85 dBA at 23 feet with a Level 1 sound enclosure, and 74 dBA at 23 feet with a Level 2 sound enclosure. This type of equipment would not typically run continuously, as it operates during emergency situations when the noise level restrictions would not typically apply. However, emergency generators are tested monthly for a period of one hour between 7:00 a.m. and 10:00 p.m. to ensure the equipment is operating efficiently in case an emergency occurs. During the monthly testing periods, the noise level thresholds would apply.

Details pertaining to the heat pump condenser and air handling units, such as the specific units selected, noise level information, number of units, etc., were unavailable at the time this analysis was completed. However, typical heat pumps condensing units generate noise levels ranging up to 66 dBA at a distance of three feet, and air handling units typically generate noise levels up to 62 dBA at 20 feet. Assuming up to three units of each are to operate at any given time in the same general area of the roof, the units would generate a combined noise level of 84 dBA at three feet. These types of units would cycle on and off continuously over a given 24-hour period, and assuming three units of each operating continuously at any given time throughout each hour, the day-night average noise level under worst-case conditions would be 90 dBA L_{dn} at three feet.

The elevation of the office rooftop equipment above the ground would provide a minimum attenuation of 15 dBA for all surrounding receptors located near the ground. The future mixed-use and residential buildings to the southwest and northeast, as well as the parking garage to the east, would be at least five stories tall. Existing receptors at the north office building and the south residential building would also have receptors at upper floors. These elevated receptors would potentially have direct line-of-sight to the rooftop equipment at the project site and, therefore, no attenuation is assumed for these receptors.

Based on the estimated noise levels in Appendix H, the rooftop equipment on the office building would potentially exceed the City's nighttime thresholds at the existing and future residential land uses to the southwest, northeast, and south during daily operations. For all existing receptors, the noise level increase due to rooftop equipment would not be measurable or detectable (0 dBA L_{dn}).

During monthly testing of the emergency generator, which would occur during daytime hours only, daytime hourly average noise levels would potentially be exceeded at future and existing receptors to the southwest, north, northeast, east, and south, depending on the enclosure of the emergency generator. For all existing receptors, the noise level increase due to rooftop equipment during monthly testing of the emergency generator would be one dBA L_{dn} or less.

Impact NOI-2: Operational noise levels from the proposed rooftop equipment on the office building would exceed the City's nighttime noise thresholds during daily operations and the daytime thresholds during monthly testing of the emergency generator.

<u>Mitigation Measures</u>:

MM NOI-2.1: The applicant shall submit an acoustical study to evaluate the potential noise generated by mechanical equipment and demonstrate the necessary noise control to meet the City's daytime and nighttime thresholds of 60 and 55 dBA L_{50}, respectively, at existing and future residential receiving property lines; and of 65 and 60 dBA L_{50}, respectively, at existing and future office and commercial receiving property lines. Noise control features, such as selection of quiet units, sound attenuators, enclosures, and barriers shall be identified and evaluated to demonstrate that mechanical equipment noise would not exceed the City's limits at the receiving property lines. The noise control features identified by the acoustical study shall be incorporated into the project plans prior to issuance of a building permit for the superstructure.

In addition, the project would be required to implement the City's standard condition of approval.

<u>Condition of Approval NOI-1:</u>

(A) The applicant shall submit an acoustical compliance letter to the Project Planner written and signed by the project acoustical consultant indicating all recommendations have been incorporated into the project to reach compliance with the noise limits listed in Tables N-1 and N-2 of the Noise Element of the General Plan. This letter shall be submitted prior to scheduling the Planning Final Inspection.

With implementation of mitigation measure MM NOI-2.1 and Condition of Approval NOI-1, the project would result in a less than significant noise impact.

Truck Loading and Unloading

One loading zone would be provided along East 4th Avenue. Receptors with direct line-of-sight to the loading zone would be the west commercial uses, northwest commercial uses, and north office building. All other receptors would be well shielded by the proposed building.

For all loading and unloading activities, including trash pickup, truck maneuvering could take up to 15 minutes at a time. Truck maneuvering noise would include a combination of engine, exhaust, and tire noise, as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck/trailer air brakes. For offices and commercial uses (including restaurants), medium-sized delivery trucks would be expected at the proposed building. Medium-sized delivery trucks typically generate maximum noise levels of 60 to 65 dBA at 50 feet. The noise level of backup alarms can vary depending on the type and directivity of the sound, but maximum noise levels are typically in the range of 65 to 75 dBA at a distance of 50 feet.

Assuming up to two deliveries would occur daily and only one delivery would occur in a given hour, the average noise levels would be 49 dBA L_{dn} at the nearest receptor (45 feet from the center of the loading area). Therefore, for all existing receptors, the noise level increase due to loading and unloading would not be audible.

Total Combined Project-Generated Noise

The operational noise levels produced by the proposed project combined (i.e., traffic, mechanical equipment, and truck loading and unloading activities) would result in an increase of one dBA L_{dn} or less at all existing noise-sensitive receptors surrounding the project site. Therefore, the proposed project would not result in a substantial increase over ambient noise levels in the project vicinity. However, operational noise levels from the rooftop equipment on the office building would exceed the City's nighttime thresholds during daily operations and daytime thresholds during the monthly testing of the emergency generator. Implementation of MM NOI-2.1 above would reduce these impacts to less than significant levels.

Based on the analysis above, 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. **(Less than Significant Impact with Mitigation Incorporated)**

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

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 checklist question a), construction activities would include demolition, site

preparation work, foundation work, and new building framing and finishing. Impact pile driving (which generates substantial vibration) is not proposed as a method of construction.

Table 4.13-5 below summarizes the distances at which the 0.25 in/sec PPV threshold would be met for historical and older buildings and to the 0.3 in/sec PPV threshold for all other buildings.

Table 4.13-5: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 ft. (in/sec)	Minimum Distance to Meet 0.25 in/sec PPV (feet)	Minimum Distance to Meet 0.3 in/sec PPV (feet)
Clam Shovel Drop	0.202	21	18
Hydromill (slurry wall) in soil	0.008	2	1
Hydromill (slurry wall) in rock	0.017	3	2
Vibratory Roller	0.210	22	19
Hoe Ram	0.089	10	9
Large bulldozer	0.089	10	9
Caisson drilling	0.089	10	9
Loaded trucks	0.076	9	8
Jackhammer	0.035	5	4
Small bulldozer	0.003	<1	<1

The project site takes up the entire block and is bound by East 4th Avenue, East 5th Avenue, South B Street, and South Railroad Avenue. The nearest buildings susceptible to damage caused by construction activities at the project site would be located across each of these roadways. The classification of these buildings range from older buildings (located to the west, northeast, east, south and southwest) to new construction (located to the north, northeast, east, south, and southwest). The nearest building facades in the immediate project vicinity would be 60 to 135 feet from the nearest project boundaries. At these distances, construction vibration levels would be at or below 0.08 in/sec PPV. This would not exceed the conservative 0.25 in/sec PPV threshold for historic and older buildings or 0.3 in/sec PPV threshold for most other buildings.

No cosmetic, minor, or major damage would occur at historic, older, or modern, structurally sound buildings located 25 feet or more from the project site. At these locations, and in other surrounding areas where vibration would not be expected to cause cosmetic damage, vibration levels may still be perceptible. However, as with any type of construction, this would be anticipated and would not be considered significant, given the intermittent and short duration of the phases that have the highest potential of producing vibration (use of jackhammers and other high-power tools). By use of administrative controls, such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration during hours with the least potential to affect nearby businesses, perceptible vibration can be kept to a minimum.

Therefore, the construction of the project would not generate vibration levels exceeding 0.25 in/sec PPV at the nearest historical/old properties nor 0.3 in/sec PPV at the surrounding buildings of conventional materials, resulting in a less than significant impact. **(Less than Significant Impact)**

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?

The project site is located approximately 3.7 miles southeast of the San Francisco International Airport, the nearest airport to the project site. It is located outside of the 65 dBA CNEL/L_{dn} noise contour for the airport.[103] Therefore, the proposed project would not expose people residing or working in the project area to excessive airport-related noise levels, resulting in a less than significant impact. **(Less than Significant Impact)**

4.13.3 Non-CEQA Effects

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

The City of San Mateo 2030 General Plan includes exterior and interior noise thresholds for residential uses. Note, the City's exterior noise thresholds apply only to common use areas and not private balconies, porches, or patios. Additionally, the State of California establishes acceptable interior noise limits within residential and non-residential land uses. The thresholds that apply to the proposed project are summarized below:

- Policy N 1.2 and Table N-1 of the City's 2030 General Plan identifies exterior noise thresholds of 59 dBA L_{dn} or below as "normally acceptable" for multi-family residential uses; however, the policy further states that common open spaces at multi-family residential buildings intended for the use and enjoyment of residents would be limited to a maximum allowable noise level of 67 dBA L_{dn}.
- The City and State's acceptable interior noise level standard is 45 dBA L_{dn} or less for the proposed residential land uses.
- The Cal Green Code standards specify an interior noise environment attributable to exterior sources not to exceed an hourly equivalent noise level ($L_{eq\ (1\text{-}hr)}$) of 50 dBA in occupied areas of nonresidential uses during any hour of operation.

[103] 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

The future noise environment would continue to be primarily influenced by vehicular traffic along nearby roadways and adjoining railroad tracks. Based on information from the Transportation Impact Analysis (refer to Appendix I) prepared for the project, the future noise level increase experienced at the project site would be increased by two dBA L_{dn} along East 4th Avenue and increased by one dBA L_{dn} along East 5th Avenue. Train activity along the adjoining tracks is not expected to change under future conditions and, therefore, would not contribute to a noise level increase at the project site.

Future Exterior Noise Environment

The proposed project includes a second-floor amenity terrace located on the interior of the building. The proposed buildings would shield the terrace from all surrounding roadways and train tracks. Future exterior noise levels at the center of the amenity terrace would be less than 60 dBA L_{dn}. As such, the outdoor use areas associated with the residential uses of the proposed building would meet the 67 dBA L_{dn} limit identified in Policy N-1.2 for multifamily residential buildings. Therefore, exterior noise levels at the project site would be compatible with the proposed land use.

Future Interior Noise Environment

Residential Land Uses

The proposed project includes residential units on levels two through seven. Units located along the northeastern façade would be set back approximately 40 feet from the edge of the nearest tracks and approximately 15 feet from the centerline of South Railroad Avenue. At these distances, the units along the northeastern façade would be exposed to future exterior noise levels up to 84 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels in these units would be up to 69 dBA L_{dn}.

Units along the northwestern façade would be set back approximately 30 feet from the centerline of East 4th Avenue and approximately 30 to 150 feet from the edge of the nearest set of railroad tracks. At these distances, the units facing East 4th Avenue would be exposed to future exterior noise levels would range from 78 to 84 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels in these units would range from 63 to 69 dBA L_{dn}.

Commercial Land Uses

Office and retail uses on levels one through six would be set back from the centerlines of the surrounding roadways by approximately 30 feet from East 4th Avenue and East 5th Avenue and approximately 40 feet from the centerline of South B Street. Additionally, the northeastern façade would be set back approximately 40 feet from the edge of the nearest tracks. At these distances, daytime hourly average noise levels would range from 61 to 86 dBA L_{eq}, with day-night average noise levels up to 84 dBA L_{dn}.

Standard construction materials for commercial uses would provide about 25 dBA of noise reduction in interior spaces. The inclusion of adequate forced-air mechanical ventilation systems is

normally required so that windows may be kept closed at the occupant's discretion and would provide an additional five dBA reduction. The standard construction materials in combination with forced-air mechanical ventilation would reduce hourly average noise levels to 56 dBA $L_{eq(1\text{-}hr)}$, which would exceed the threshold.

Spaces where lower noise levels would be desired, such as private offices and conference rooms, may benefit from additional noise control in order to meet a lower, more desirable interior noise level. Additional noise control could be accomplished by selecting higher sound-rated windows (STC 34 or greater along exterior façades).

Implementation of Conditions of Approval NOI-1 and NOI-2 below would be required to reduce interior noise levels to 45 dBA L_{dn} or less at residential uses and to 50 dBA $L_{eq(1\text{-}hr)}$ or less at commercial and office interiors.

<u>Condition of Approval NOI-2:</u>

(A) The project applicant shall incorporate building design and acoustical treatments to ensure compliance with State Building Codes and City noise standards into the project plans. A project-specific acoustical analysis shall be prepared to ensure that the design incorporates controls to reduce interior noise levels to 45 dBA L_{dn} or lower within the residential units and to 50 dBA $L_{eq(1\text{-}hr)}$ or lower within nonresidential interiors. The project applicant shall conform with any special building construction techniques requested by the City's Building Division or Planning Division, which may include:

a) Forced-air mechanical ventilation for all residential units on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.

b) Residential units facing the railroad may require windows and doors with a minimum rating of 37 STC and a wall assembly with a rating of 53 STC to meet the interior noise threshold of 45 dBA L_{dn}.

c) Residential units facing East 4th Avenue may require windows and doors with a minimum rating of 35 STC to meet the interior noise threshold of 45 dBA L_{dn}.

d) Commercial uses with direct line-of-sight to the railroad tracks may require windows and doors with a minimum sound-rating of 34 to 35 STC. Commercial land uses shall also be supplied with adequate forced-air mechanical ventilation to meet the interior noise threshold of 50 dBA $L_{eq(1\text{-}hr)}$.

Implementation of the noise insulation features identified in Condition of Approval NOI-1 and NOI-2 above would reduce interior noise levels to 45 dBA L_{dn} or less at residential uses and to 50 dBA $L_{eq(1\text{-}hr)}$ or less at commercial and office interiors.

Future Vibration Environment

During the vibration measurements taken (discussed in Section 4.17.1.3 Existing Conditions), five trains passed the project site in just over an hour. According to the existing Caltrain schedule, over 70 trains pass through San Mateo in a 24-hour period, which would fall within the frequent events FTA vibration impact category. It is assumed that the train schedule would remain the same under future conditions. Therefore, maximum vibration levels of 72 VdB for residences and buildings where people normally sleep would be the threshold for the proposed project.

Train passbys along the near and far tracks resulted in measured vibration levels up to 73 VdB. While the overall vibration levels did exceed 72 VdB during one of the Caltrain passbys, the threshold was not exceeded at any individual frequency. Additionally, the FTA Manual includes adjustment factors applied to the measurements to account for coupling loss; amplification due to resonances of floors, walls, and ceilings; and floor-to-floor attenuation. At the ground-level where office space and parking would occur, no adjustment would apply; however, an adjustment of 1 VdB per floor would be made at residential levels two through seven. As such, vibration levels at the residential levels where sleeping would occur would be at or below 72 VdB. Therefore, vibration levels experience at the project site would be compatible with the proposed land uses.

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.[104] The City of San Mateo Housing Element was adopted in January 2023. 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.[105]

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.

[104] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed September 6, 2023. http://hcd.ca.gov/community-development/housing-element/index.shtml.
[105] 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 2030 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 103,318 in January 2022 with an average of 2.47 persons per household.[106] Full build out of the General Plan includes 8,600 new dwelling units and 19,460 new jobs by 2030. Development approved under the 2030 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 2030 General Plan identifies areas to increase housing and commercial development, including specific plan areas, and Downtown Area Plan, to direct the City's new housing and job growth to occur.

The project site is located in the Downtown Area Plan of San Mateo. According to the Land Use Element of the San Mateo 2030 General Plan, 12 percent of the City's employed population works in downtown San Mateo. Employment intensification is expected to increase in downtown, particularly in the vicinity of the downtown San Mateo Caltrain station and is expected to continue to contain the second largest number of jobs after the SR-92 Corridor. As discussed in Section 4.11.1.2, the project is identified as a Priority Development Area of Plan Bay Area 2050.[107]

The project site is developed with four commercial buildings and a City-owned parking lot and surrounded by surrounded by a mix of commercial, residential, and office uses.

[106] California Department of Finance. Table E-5, Population and Housing Estimates. January 2023. Accessed September 6, 2023. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.
[107] Metropolitan Transportation Commission. "Priority Development Areas (Plan Bay Area 2050)." Accessed September 6, 2023. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.565230%2C-122.319314%2C17.00.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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

The project is located within the Downtown Area Plan which supports new development downtown. The project site has a Downtown Retail Core General Plan land use designation and is zoned CBD/R, Central Business District Support, Residential Overlay District which allows office uses and multiple-family dwellings when included as part of a mixed-use development, subject to development standards for CDB zoning districts (Section 27.39.020 of the Zoning Code) and affordable housing requirements as adopted by City Council resolution. The project proposes to construct 71 residential units. Assuming the City average household size of 2.47 people per dwelling unit, the project would increase the local population by approximately 175 persons.[108] In addition, the project would result in approximately 639 employees. The project is consistent with the site's General Plan designation, which allows for high-density mixed-use land uses like the proposed project. For this reason, the project would not result in unplanned residential development or employment growth in the City. Since the proposed project is consistent with the intended use of the site and the Downtown Area Plan, it would not result in population growth at a rate that was not planned for in the General Plan. Further, the project would be adequately served by existing infrastructure and would not extend roads or other infrastructure. For these reasons, the project would not directly or indirectly induce substantial unplanned growth in the area. **(Less than Significant Impact)**

[108] 71 units multiplied by 2.47 (San Mateo's average number of persons per household) equals 175.4.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

There are no housing units or residences on-site. Therefore, implementation of the project would not displace existing residents from the project site such that it would necessitate the construction of housing elsewhere. **(No Impact)**

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 2030 General Plan have been adopted to avoid or mitigate impacts to public services resulting from planned development within the City, including the following:

Policy	Description
LU 4.10	Provide Police Station facilities to meet the facility requirements through 2030.
LU 4.17	Maintain a materials budget, staffing, and service hours for the City's library system that are adequate to meet the community needs, provide current and adequate materials, and meet the continuing changes in information technology.

Policy	Description
LU 4.24	Maintain fire inspection staffing levels to meet existing needs and the projected 2025 population, employment and development, and inspections mandated by other governmental agencies.
LU 4.25	Continue fire apparatus replacement and maintenance programs to provide a high state of readiness.
LU 4.29	Maintain facilities, equipment, and personnel to provide an effective police force to serve existing and future population and employment as identified in the Land Use Element.
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, that are accessible for all residents, and that meet existing and future recreation needs.
C/OS 12.2	Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.

City of San Mateo Parkland Dedication/Fees

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

San Mateo Public Library Strategic Plan 2018-2023

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

4.15.1.2 *Existing Conditions*

Fire Protection Services

The San Mateo Consolidated Fire Department (SMCFD) provides fire protection services in the cities of San Mateo and Foster City and the Town of Belmont. There are nine fire stations across the SMCFD jurisdiction, six of which are within the City of San Mateo. Fire stations within San Mateo include Station 21 (located in the Downtown area at 120 South Ellsworth Avenue), Station 23 (located at 31 West 27th Avenue), Station 24 (located at 318 South Humboldt Street), Station 25 (located at 1455 Shafter Street), Station 26 (located at 1500 Marina Court), and Station 27 (located

at 1801 De Anza Boulevard). The SMCFD average response time to calls received is five minutes and 25 seconds.[109]

The nearest station to the project site is Station 21, which is located approximately 0.2 miles northwest of the site. According to Google Maps, the fire station is approximately three minutes driving distance from the site.[110]

Police Protection Services

The San Mateo Police Department (SMPD) provides police protection services in the City of San Mateo. The SMPD is divided into three service units: Field Operations Services, Investigation Services, and Support Services, totaling 170 full time personnel. The average response time for Priority 1 (emergency) calls was estimated at five minutes and 47 seconds in 2020-2021, and the percentage of Priority 1 calls dispatched within 90 seconds of receipt of the call was 94 percent.[111]

The main police station for the City of San Mateo is located at 200 Franklin Parkway, approximately 2.1 miles southeast of the project site. According to Google Maps, the police station is approximately eight minutes driving distance from the site.[112]

Parks

The City of San Mateo has 40 park sites and open space areas, and more than 40 miles of paths and trails.[113] 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 park is Central Park (approximately 0.1 miles southwest).

Schools

The City of San Mateo is served by three public school districts: the San Mateo-Foster City School District (SMFCSD) serves grades K–8; the San Mateo Union High School District serves grades 9–12; and the County Community College District serves high school graduates and anyone over 18.

The project site is located within the SMFCSD boundary.[114] There are 21 schools in SMFCSD located across the cities of San Mateo, Foster City, and in the unincorporated area west of San Mateo. The

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[109] San Mateo Consolidated Fire Department. 2022 Annual Report. Accessed September 6, 2023. https://www.smcfire.org/about-us/annual-reports/

[110] Google Maps. Driving directions, Fire Station 21 to 445 South B Street. Accessed September 6, 2023. 445 S B St, San Mateo, CA 94401 to 120 S Ellsworth Ave, San Mateo, CA 94401 - Google Maps.

[111] City of San Mateo. "Adopted 2020-21 Budget." Page 115. Accessed June 15, 2022. https://www.cityofsanmateo.org/DocumentCenter/View/85547/Adopted-Budget_FY-2021-22?bidId=

[112] Google. Driving directions, Main Police Station to 445 South B Street. Accessed September 6, 2023. 445 South B Street, San Mateo, CA 94401 to 200 Franklin Pkwy, San Mateo, CA 94403 - Google Maps.

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

[114] San Mateo County Office of Education. School District Information. Accessed September 6, 2023. School District Information - San Mateo County Office of Education (smcoe.org)

total enrollment in the SMFCSD is approximately 10,500 students.[115] The project site is served by the Sunnybrae Elementary School (1031 South Delaware Street, approximately 0.4 miles southeast) and the Borel Middle School (425 Barneson Avenue, approximately 1.0 miles southwest).[116]

The project site is also located within the San Mateo Union High School District (SMUHSD). The SMUHSD operates six high schools, one continuation school, and one adult school in the cities of San Mateo, Foster City, Hillsborough, Burlingame, San Bruno, and Millbrae. Total enrollment in the SMUHSD was approximately 9,487 students for the 2022-2023 enrollment period.[117] The project is served by Aragon High School (approximately 1.0 mile southwest of the site).[118]

Libraries and Community Centers

There are three public libraries located within the City of San Mateo. These libraries include the San Mateo Public Library (approximately 0.3 miles southwest of the site), the Marina Library (approximately 1.6 miles to the southeast), and the Hillsdale Library (approximately 2.3 miles southeast of the site).

The City of San Mateo has six community centers within the city limits. These community centers include the Central Park Recreation Center (approximately 0.1 mile southwest of the site), the Martin Luther King Jr. Community Center (approximately 0.6 miles north of the site), Joinville Park (approximately 1.4 miles east of the site), the San Mateo Senior Center (1.7 miles south of the site), and the Beresford Recreation Center (approximately 1.9 miles south of the site).

[115] San Mateo-Foster City School District. Homepage. Accessed September 6, 2023. https://www.smfcsd.net/
[116] San Mateo-Foster City School District. "MySchool Locator". Accessed September 6, 2023. https://locator.pea.powerschool.com/?StudyID=236298
[117] California Department of Education. Data Quest, 2022-2023 Enrollment, San Mateo Union High Report. Accessed September 6, 2023. https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthGrd.aspx?cds=4169047&agglevel=district&year=2022-23.
[118] San Mateo Union High School District. "MySchool Locator". Accessed September 6, 2023. https://locator.pea.powerschool.com/?StudyID=85042

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	☐	☐	☒	☐
b) Police Protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other Public Facilities?	☐	☐	☒	☐

a) 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 fire protection services?

The proposed project would place a new demand on fire protection services within the City of San Mateo. As discussed in Section 4.14 Population and Housing, the project would result in a net increase of approximately 175 residents, which is consistent with population growth projections in the 2030 General Plan. The project's office space, retail/restaurant space, and supportive services center are expected to generate a total of 639 new employees.[119] While the project would intensify use of the site, which may result in an increase in demand for fire protection services, the use of the site as a high-density commercial and residential development was accounted for in the San Mateo 2030 General Plan, which concluded a less than significant impact to fire services from General Plan buildout given new development is required to pay building permit fees that would help fund necessary fire protection resources to the City. This increase in demand would not prevent the San Mateo Consolidated Fire Department from maintaining its response times (five minutes and 25 seconds) nor would it require the construction of new facilities to ensure adequate service to the surrounding areas, as Fire Station 21 is within a three-minute drive time of the project site.[120]

[119] According to the U.S. Green Building Council, office uses typically generate one employee per 300 square feet of office space and retail/restaurant uses typically generate one employee per 435 square feet. 148,939 square feet of office space divided by 300 square feet equals 496 employees. 13,995 square feet of retail/restaurant space divided by 435 square feet equals 32 employees. The supportive services center is expected to employ 12 workers.

[120] Google Maps. Driving directions, Fire Station 21 to 445 South B Street. Accessed September 6, 2023. 445 S B St, San Mateo, CA 94401 to 120 S Ellsworth Ave, San Mateo, CA 94401 - Google Maps.

The proposed buildings would be constructed in compliance with the most recent CBC and California Fire code to ensure the building is fire safe. In addition, the proposed project is not located within a San Mateo County Fire Hazard Safety Zone for wildland fires as identified by CAL FIRE.[121] With the adherence to all required building permit fees and Building Code, the project would not increase the need for new or physically altered facilities and services from the San Mateo Consolidated Fire Department. **(Less than Significant Impact)**

b) 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 police protection services?

The redevelopment of the project site with 71 residential units, 5,964 square feet for a self-help center, 148,939 square feet of office, 13,995 square feet of retail space would increase the need for police protection services. The increase in demand for police protection and parking enforcement services is not expected to be environmentally significant, as the approximately 176 new residents represent anticipated population growth in San Mateo. Additionally, the project would introduce 639 new employees to the City's daytime population. While the project would intensify use of the site, which may result in an increase in demand for police protection services, the use of the site as a high-density mixed-use development was accounted for in the San Mateo 2030 General Plan. The 2030 General Plan noted that the size of the City's Police Department is not adequate to accommodate the needs of the City through the year 2025 but concluded citywide buildout would have a less than significant impact on police services provided two mitigation measures were met. First, new development would pay required building fees to pay for expanding police facilities, equipment, and staffing, and second new development be constructed in accordance with Implementation Program LU-4.29 and the City's Building Security Code which requires proposed developments to be reviewed by the SMPD to ensure appropriate safety features that minimize criminal activity are incorporated into the project design.

Staffing costs for the need for future additional officers in the City would be funded by the Police Department's share of the general fund, which would receive general tax contributions from the project. The increase in service demand would be accommodated by the SMPD through the addition of personnel and would not require substantially expanded or of new facilities. The need for increased police staffing, and the impacts of traffic on response times may be reduced by the deployment of new facilities and technology. The SMPD would be able to adequately service the project site and downtown area upon implementation of the proposed project. **(Less than Significant Impact)**

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

c) 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 schools?

Based on the San Mateo-Foster City School District's student generation rates of 0.04 student per multi-family residential unit for elementary schools and middle schools, the project's 71 residential units would generate approximately three new students at the Sunnybrae Elementary School and three new students at Borel Middle School.[122] Using the San Mateo Union High School District's student generation rate of 0.10 high school students per multi-family residential unit, the project would generate approximately eight new students at San Mateo High School.[123] Enrollment at Sunnybrae Elementary is 368[124] students with a capacity of 832 students[125], enrollment at Borel Middle is 926 students[126] with a capacity of 1,134 students[127], and enrollment at San Mateo High is 1,613[128] students with a capacity of 1,941 students[129]. Accordingly, Sunnybrae Elementary, Borel Middle, and San Mateo High can accommodate an additional 460, 208, and 328 students, respectively.[130] Therefore, adequate capacity exists at the school facilities that serve the project site, and no new or expanded school facilities would be required.

State law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect under CEQA on the adequacy of school facilities as the payment of a school impact fee prior to issuance of a building permit. The affected school district(s) are responsible for implementing the specific methods for mitigating school effects under the Government Code, including setting the school impact fee amount consistent with State law. The school impact fees and the school districts' methods of implementing measures specified by Government Code Section 65996 would partially offset project-related increases in student enrollment. The project would be

[122] Ruffo, Amy. Director Facilities and Construction, San Mateo-Foster City School District. Personal Communication. February 10, 2022.
[123] Decision Insight. *Residential Development Report, Student Generation Rate for San Mateo Union High School District 2022*. Published August 6, 2021.
[124] California Department of Education. DataQuest Home. Enrollment Report. 2022-23 Enrollment. Accessed September 6, 2023. https://dq.cde.ca.gov/dataquest/dqcensus/enrethlevels.aspx?agglevel=School&year=2022-23&cds=41690396045017.
[125] Ruffo, Amy. Director Facilities and Construction, San Mateo-Foster City School District. Personal Communication. February 10, 2022.
[126] California Department of Education. DataQuest Home. Enrollment Report. 2022-23 Enrollment. Accessed March 20, 2024. https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthLevels.aspx?cds=41690396044853&agglevel=school&year=2022-23.
[127] Ibid.
[128] California Department of Education. DataQuest Home. Enrollment Report. 2022-23 Enrollment. Accessed March 20, 2024. https://dq.cde.ca.gov/dataquest/dqcensus/EnrEthLevels.aspx?cds=41690474136370&agglevel=school&year=2022-23.
[129] Scatena, Don. Director of Student Services. San Mateo Union High School District. Personal Communication. April 1, 2022.
[130] Sunnybrae Elementary School capacity of 832 students minus and enrollment of 372 students equals capacity for 460 additional students; Borel Middle School capacity of 1,134 students minus and enrollment of 926 students equals capacity for 208 additional students; San Mateo High School capacity of 1,941 students minus and enrollment of 1,613 students equals 328 student capacity.

required to pay school impact fees pursuant to Government Code section 65996 which would reduce impacts to public school facilities **(Less than Significant Impact)**

d) 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 parks?

The 176 residents and 639 new employees of the proposed project could reasonably be expected to utilize park and recreation facilities in the vicinity of the site, such as Central Park. The demand on these facilities would be marginally increased by the proposed project. As required by Chapter 26.64 of the City of San Mateo Municipal Code, parkland dedications and/or in-lieu fees would be applied to the proposed project to offset the additional demand on existing facilities. Thus, the project would have a less than significant impact on existing park and recreation facilities in San Mateo. **(Less than Significant Impact)**

e) 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 other public facilities?

The 176 residents and 639 new employees generated by the proposed project could periodically utilize nearby libraries and community centers. However, demand for these facilities would not necessitate the construction of new facilities, or expansion of existing facilities, to accommodate future employees of the project. **(Less than Significant Impact)**

4.16 Recreation

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

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

Local

City of San Mateo 2030 General Plan

Various policies in the 2030 General Plan have been adopted to avoid or mitigate impacts to recreation facilities resulting from planned development within the City, including the following:

Policy	Description
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, that are accessible for all residents, and that meet existing and future recreation needs.
C/OS 12.2	Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.
C/OS 12.3	Create an asset management plan that identifies the highest and best use of undeveloped parcels or underutilized areas within existing parks to insure they are best positioned to meet current and future needs and where appropriate, identify options for alternative uses.
C/OS 12.7	Preserve existing parklands, open spaces and the golf course for open space and recreational use as directed by ordinance.
C/OS 13.1	Maintain the park system by a set of maintenance standards that reflect community values and in a manner that maintains, promotes, and optimizes positive use, and prevents degradation of facilities and ensures that particular equipment and facilities are maintained in a safe condition.
C/OS 13.2	Give priority to Capital Improvement Program projects that rehabilitate facilities that have become or will become costly to maintain, only marginally usable, or unusable without action.
C/OS 13.3	When existing parks undergo reconstruction or rehabilitation the site facilities and layout must be reviewed to determine if they effectively meet community needs, and whether modification would provide significant benefits in relation to costs.
C/OS 13.4	Utilize an infrastructure lifecycle management program that extends the useful life of all park and recreation assets and insures that sufficient funds are available for replacement or major rehabilitation.

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

San Mateo Municipal Code Chapters 27.38.130 and 27.38.090 Central Business District

Residential development standards per San Mateo Municipal Code 27.38.130 identify the required open space provided by private usable open space per dwelling unit and common usable open space. Commercial open space requirements are described in Municipal Code 27.38.090 for providing shaded and unshaded open space to employees of the building's office uses.

City of San Mateo Parkland Dedication/Fees

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

4.16.1.2 *Existing Conditions*

The City of San Mateo has 40 park sites and open space areas, and more than 40 miles of paths and trails.[131] 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 park is Central Park (approximately 0.1 miles southwest).

The City of San Mateo currently operates approximately 200 acres of parks. The acreage of parkland is currently below the goal established in the City's 2030 General Plan of 6.0 acres per 1,000 residents. At the time of analysis in the 2030 General Plan EIR (based on a population of 95,500), the ratio of existing neighborhood and community (including mini parks, regional parks, and Coyote Point County Park) park and recreational facilities to population was 4.90 acres per 1,000 persons. The City is projected to have a parkland ratio of 3.93 acres per 1,000 persons in 2025.[132]

[131] City of San Mateo. *2030 General Plan Update Final Environmental Impact Report*. July 2010.
[132] Ibid.

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 will occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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?

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 175 new residents and 639 new employees. Future residents and employees of the proposed project could reasonably be expected to utilize nearby parks, such as Central Park, to meet their recreational needs. As discussed in Section 4.15 Public Services, parkland dedications and/or in-lieu fees would be applied to the proposed project to offset the additional demand on existing facilities. It is not anticipated that the additional demand placed on existing park and recreational facilities would result in substantial physical deterioration of these facilities. Park fees collected from the project would be used to maintain and upgrade affected park facilities, as necessary. Thus, the impact would be less than significant. **(Less than Significant Impact)**

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?

The proposed project includes private amenities for future employees and residents of the proposed project. Construction and operation of these amenities have been analyzed throughout this Initial Study in the context of the overall development proposed by the project. Additionally, the recreational needs of future employees and 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. **(Less than Significant Impact)**

4.17 Transportation

The following discussion is based, in part, on a TIA prepared for the project by Fehr & Peers (dated July 2024). A copy of this report is attached to this Initial Study as Appendix I.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a 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

City/County Association of Governments

The 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.[133] A project is required to submit a TDM plan in compliance with the CMP guidelines if the project will generate 100 net new average daily trips (ADT) to the CMP roadway network.

Local

San Mateo County Comprehensive Bicycle and Pedestrian Plan

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

City of San Mateo 2030 General Plan

Various policies and actions in the 2030 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
C 2.1	Maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all intersections within the City.
C 2.4	Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
C 2.5	Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development projects 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.

[133] C/CAG of San Mateo County. *2023 San Mateo County Congestion Management Program*. 2023.

Policy	Description
C 4.1	Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system; support the City's Sustainable Transportation Actions; and coordinate with the countywide system.
C 4.4	Implement the Pedestrian Master Plan's recommended programs and projects to create and maintain a walkable environment in San Mateo and support the City's Sustainable Transportation Actions.
C 4.5	Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.
C 4.6	Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.
C 4.7	Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
C 5.1	a) Adopt parking requirements to provide adequate parking supply as a condition of development approval. b) Adopt parking requirements to provide adequate parking supply for change and/or expansion of land use resulting in increased parking demand.
C 5.2	Seek new parking garage sites for public acquisition within the CPID adequate to accommodate the parking needs of new development. Allow in-lieu parking fees within the CPID as a substitute for providing required non-residential parking on-site.
C 6.6	Reduce fuel consumption and vehicle emissions for trips originating in or destined for the City of San Mateo by providing incentives for the purchase and use of fuel efficient vehicles such as recharging station for electric vehicles or preferential parking for carpools, hybrids, and alternative fuel vehicles and develop a way to make this action enforceable and by providing discounted parking rates for carpools, hybrids, and other vehicles that help reduce CO2 emissions.

City of San Mateo Bicycle Master Plan

The City of San Mateo Bicycle Master Plan was initially adopted in October 2011 and updated in April 2020. 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. According to the Bicycle Master Plan, the bicycle facilities along South B Street and East 5th Avenue are considered to have a high level of traffic stress, and bicycle improvements on South B Street are considered a high priority.

City of San Mateo Pedestrian Plan

The City of San Mateo Pedestrian Master Plan was adopted in April 2012. It contains goals, objectives and policies to improve the pedestrian environment and increase the number of walking

trips in San Mateo. The purpose of the Plan is to prioritize pedestrian improvements through a needs analysis of the City's network to identify gaps in the network and potential improvements. The Plan applies prioritization criteria to the output of the needs assessment to establish rankings for infrastructure improvements as well as programmatic recommendations.

City of San Mateo Transit-Oriented Development Pedestrian Access Plan

The City of San Mateo Transit-Oriented Development (TOD) Pedestrian Access Plan was adopted in November 2022. The plan serves as a roadmap to enhance pedestrian safety and create comfortable walking routes to transit for all ages and abilities. The plan focuses on improving conditions for pedestrians around San Mateo's three Caltrain stations (Downtown, Hillsdale, Hayward Park) and on El Camino Real.

4.17.1.2 *Existing Conditions*

Roadway Network

Regional access to the project site is provided via State Route 82 (El Camino Real [ECR]) and US 101.

State Route 82 (ECR) is a four-to six lane state highway in California, serving as a major north-south corridor in the Peninsula. It extends from Interstate 880 (I-880) in San José at the south end to I-280 in San Francisco at the north end. It runs parallel to the Caltrain line along much of the route. US 101 is an eight- to ten-lane state highway in California, serving as the primary coastal route providing access to the San Francisco Bay Area. It is also the primary commuting route between San Francisco and San José. It extends from Los Angeles at the south end to Tumwater, Washington at the north end.

Local access to the project site is provided via South B Street, East 4th Avenue, East 5th Avenue, and South Railroad Avenue.

South B Street is a two-way north-west street with one travel lane in each direction. There is on-street parking along the corridor adjacent to the project site and sharrows striped along the corridor denoting a Class III bikeway. The roadway is approximately 45 feet wide with seven- to nine-foot sidewalks. South B Street provides direct access to Downtown San Mateo.

East 4th Avenue is a two-way east-west street with one to two travel lanes in each direction and parking and sidewalks on each side of the street. There is on-street parking along the corridor adjacent to the project site. The roadway is approximately 45 feet wide adjacent to the proposed Project site with 10-foot sidewalks.

East 5th Avenue is a two-way east-west street with one travel lane in each direction and sidewalks on each side of the street. There is on-street parking along the corridor adjacent to the project site and sharrows striped along the corridor denoting a Class III bikeway. Between South Railroad Avenue and South B Street, East 5th Avenue has two travel lanes, one in each direction and has a

Class II bike lane. The roadway is approximately 40 feet wide with ten-foot sidewalks and has a Class III bike lane.[134]

South Railroad Avenue has two separate segments to the north and south of 9th Avenue. North of 9th Avenue, South Railroad Avenue is one-way southbound located to the west of the railroad tracks. In this segment, the roadway is approximately 13-feet wide and includes a six-foot wide sidewalk on the west side of the street without curb ramps at East 5th Avenue.

Transit Service

Existing transit services in the project vicinity are provided by the San Mateo County Transit District (SamTrans) and Caltrain. SamTrans is San Mateo County's primary regional and local bus transit provider and their bus routes serve all of the county's Caltrain and Bay Area Rapid Transit (BART) regional rail stations. There are six bus routes in the project vicinity (Route 53, 59, 250, 292, 397, and ECR) operated by SamTrans. The nearby Route ECR and Route 397 bus stop at El Camino Real/E 5th Avenue include a sheltered bench at the northbound stop and an unsheltered bench at the southbound stop. SamTrans Route 250 has two nearby stops at South Delaware Street/East 4th Avenue and South Ellsworth Avenue/East 4th Avenue. At South Delaware Street/East 4th Avenue, the eastbound stop has no bench, and at South Ellsworth Avenue/East 4th Avenue, the eastbound stop has one unsheltered bench. SamTrans Route 292 has two nearby stops at South Delaware Street/3rd Avenue and South Delaware Street/2nd Avenue. Neither stop has benches. SamTrans Route 59 (school route) uses the eastbound and westbound stops at El Camino Real/West 4th Avenue, neither of which has benches.

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The project site is located 0.2 mile southwest of the Downtown San Mateo Caltrain Station. Currently, Caltrain provides northbound and southbound service at this station at approximately a half-hour frequency during the weekday and weekend AM and PM commute hours, midday, and at night.
Existing transit service is shown in Table 4.17-1 below and existing transit routes are shown on Figure 4.17-1.

[134] Class III routes are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bicycle right-of-way or lane striping.

Table 4.17-1: Existing Transit Service

Route	Weekday Peak Headway (minutes)	Weekend Peak Headway (minutes)	Hours of Operation	Closest Stop(s) to Project Site	Key Destinations
SamTrans 53/53P	-	-	School drop off/pick up hours only	East 3rd Avenue and South Delaware Street (AM); East 2nd Avenue and South Delaware Street (PM)	Peninsula/Humboldt, Borel Middle School
SamTrans 59	-	-	School drop off/pick up hours only	4th Avenue and El Camino Real (AM); East 4th Avenue and South Ellsworth Avenue (PM)	Hillsdale/Norfolk, Aragon High School
SamTrans 250	30	60	Weekdays: 5:50 a.m. to 10:55 p.m. Saturdays: 7:02 a.m. to 8:40 p.m.	South Delaware Street and East 4th Avenue; South Ellsworth Avenue and East 4th Avenue	San Mateo and Hillsdale Caltrain Station, College of San Mateo
SamTrans 292	20 to 30	30	Weekdays and weekends: 3:55 a.m. to 2:24 a.m.	South Delaware Street and 3rd Avenue; South Delaware Street and 2nd Avenue	Downtown San Francisco, SFO, all Caltrain stations in San Mateo, Hillsdale Mall
SamTrans 397	45	45	Weekdays and Saturdays: 1:04 a.m. to 6:46 a.m.	El Camino Real and East 5th Avenue; El Camino Real and East 2nd Avenue	Palo Alto Transit Center, Downtown San Francisco, SFO, Millbrae Transit Center, Hillsdale Caltrain Center
SamTrans ECR	15	20	All day	El Camino Real and East 5th Avenue; El Camino Real and East 2nd Avenue	Multiple BART stations, all Caltrain stations in San Mateo, Palo Alto Transit Center
Caltrain	30	60	Weekdays: 5:28 a.m. to 12:16 a.m. Weekends: 8:19 a.m. to 12:41 a.m.	San Mateo Station	San Francisco, San Jose

Source: Fehr & Peers, January 2024.

EXISTING TRANSIT ROUTES | FIGURE 4.17-1

Bicycle Facilities

Existing bicycle facilities located near the project site include Class II bike lanes on East 5th Avenue, and Class III bicycle routes on South B Street. The San Mateo Bicycle Master Plan identifies these bicycle facilities as having a high level of traffic stress. Class II and Class III bicycle facilities on roadways with multiple lanes of vehicle traffic and speed limits above 25 miles per hour would be categorized as high stress bikeways.

The Bicycle Master Plan proposes Class I shared use path on South Railroad Avenue, and Class III bicycle boulevard on South Railroad Avenue.

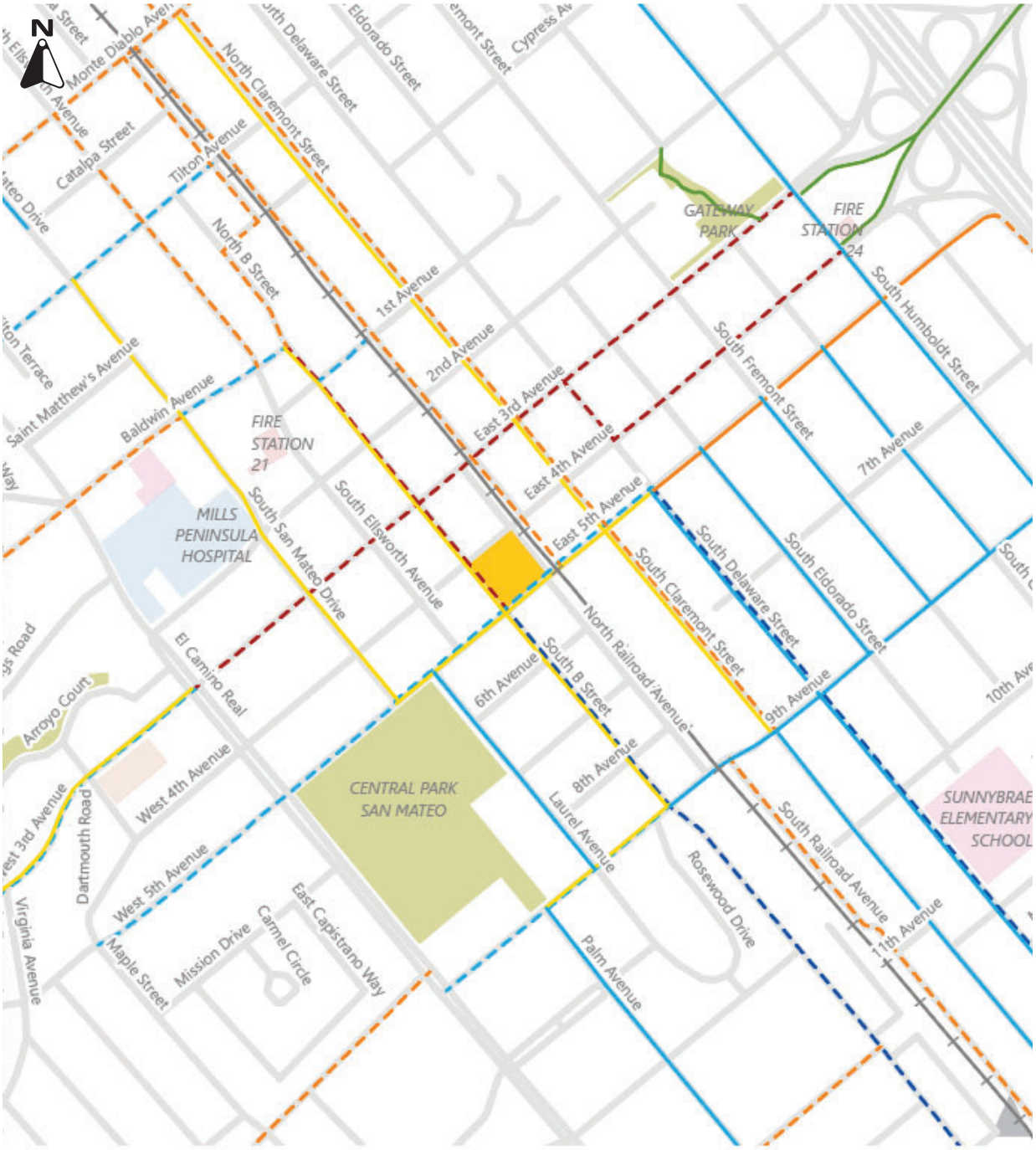
Existing and proposed bicycle facilities are shown on Figure 4.17-2.

Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. All streets in the project vicinity have sidewalks ranging from six to ten feet wide. There are four intersections within the project vicinity, described in Table 4.17-2.

Table 4.17-2: Existing Pedestrian Facilities

Intersection	Facilities
East 4th Avenue and South B Street (signalized)	e) Bulb-outs at all four corners with diagonal curb ramps without truncated domes f) Marked crosswalks on all four approaches g) Non-audible pedestrian signal heads with countdown timers and push buttons at each crosswalk
East 5th Avenue and South B Street (signalized)	h) Bulb-outs at all four corners with diagonal ramps without truncated domes i) Marked crosswalks are provided on all four approaches j) Non-audible pedestrian signal heads with countdown timers and push buttons at each crosswalk
East 4th Avenue and South Railroad Avenue (unsignalized)	k) Directional curb ramps with truncated domes on the west side of the north and south approaches l) Directional receiving ramps on east side of crossings m) No marked crosswalks
East 5th Avenue and South Railroad Avenue (unsignalized)	n) Directional curb ramps with truncated domes on the west side of the north and south approaches o) Directional receiving ramps on east side of crossings p) No marked crosswalks q) No North-South crossing is provided for this intersection due to its proximity to the railroad crossing



Source: Fehr & Peers, January 2024.

EXISTING AND PROPOSED BICYCLE ROUTES | FIGURE 4.17-2

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 land uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?

Transit Services

Access to existing transit facilities and services would not change with implementation of the proposed project. The project would generate new transit users, given the proposed residential and commercial uses that would be added to the site, but these trips can be accommodated by existing routes and services. As mentioned under Section 1774.17.1.2 Existing Conditions, several of the bus stops providing access to the project site do not have benches or have uncovered benches. SamTrans is studying bus stop amenities throughout its system and may upgrade bus stops in the future. The project does not propose to implement transit-specific improvements; however, the proposed design is supportive of a safe and accessible path of travel to and from transit.

Roadways

The project would include roadway improvements such as red curbs around the bulbouts at East 4th Avenue/South B Street, East 5th Avenue/South B Street, and on the south side of East 4th Avenue. The project would retain a total of approximately 18 of the existing on-street parking spaces along South B Street, East 4th Avenue, and East 5th Avenue. These changes to the existing roadways would be minor and would not conflict with any local transportation program, plans, ordinances, or policies.

Bicycle Facilities

The project would promote biking as a means of transportation by providing bicycle parking on-site. The project would include a total of 140 long-term bicycle parking spaces and 24 short-term bicycle

parking spaces. Long-term bicycle spaces would be provided in two bicycle storage rooms, one on the first floor of the residential building (84 spaces) and one on the first floor of the non-residential building (56 spaces). Bicycle storage rooms would be accessible at the respective building's main entrance, via a corridor located off the lobby; no grade changes or stairs would be located between the main entrance and storage room. Each room would also be accessible via a secondary service entrance on East 4th Avenue and/or South Railroad Avenue, respectively.

According to the site plan, short-term bicycle spaces would be provided along the project frontage, outside of the passenger through zone. Residential short-term bicycle parking consisting of four racks (8 spaces) would be provided on East 4th Avenue, within 50-feet of the main residential entrance. Commercial short-term bicycle parking consisting of 8 racks (16 spaces) would be provided in three locations: four racks on East 4th Avenue within the frontage zone adjacent the northwest corner of the Project, two racks within the curb extension on South B Street at East 4th Avenue, within the curb extension on South B Street at East 5th Avenue. All racks are located within 85 to 180 feet of the main non-residential building entrance and nearby ground-floor retail entrances.

Per SMMC 27.64.262(d)(3), short-term bicycle parking must be located along the Project frontage within 50 feet of the main entrance to the building, or else within 100 feet of the building entrance where existing conditions do not allow placement within 50 feet. The four racks located within the frontage zone on East 4th Avenue would be positioned parallel to the building façade at a distance of less than two feet. The proposed locations of the bicycle racks do not present hazards for or interfere with accessibility for people walking or walking to the site.

As discussed in Section 4.17.1.1 Regulatory Framework, the City's 2020 Bicycle Master Plan proposes several bicycle facilities within the immediate vicinity of the project site. This improved bicycle network would provide additional non-driving options to Downtown San Mateo, the Route ECR bus stops, and the Downtown San Mateo Caltrain station for project visitors and employees. While the project does not propose to complete any of these projects, it would not conflict or preclude with these plans. Therefore, the project would not conflict with the City's 2020 Bicycle Master Plan.

Pedestrian Facilities

The primacy pedestrian access point to the proposed project would be the main building entrance on East 4th Avenue. Additional pedestrian access would be provided via a doorway at the corner of East 4th Street and South Railroad Avenue leading to the Self-Help Center's dining room, and additional service entrances located on East 5th Avenue and East 4th Avenue, west of the main entrance.

According to the City of San Mateo's Pedestrian Design Guidelines, the recommended minimum sidewalk widths for mixed-use development is an 11- to 15-foot overall width, inclusive of a five- to seven-foot through zone, four-foot frontage zone, and four-foot planter/furniture zone. The project proposes to widen sidewalks along all frontages as follows:

- East 4th Avenue – 12-foot sidewalk, including a seven-foot through zone and four-foot planter zone
- South B Street – 16-foot sidewalk, including a 11-foot through zone and five-foot planter zone
- East 5th Avenue – 10-foot sidewalk, including a six-foot through zone and four-foot planter zone

The proposed sidewalk width at East 5th Avenue of 10 feet does not meet the minimum 11 foot dimension recommended by the City of San Mateo's Pedestrian Design Guidelines. However, the project was determined to substantially comply with the Pedestrian Design Guidelines.

Based on the analysis above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. **(Less than Significant Impact)**

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The OPR technical advisory and the City of San Mateo VMT/Transportation Impact Assessment Guidelines establishes screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA and are not required to prepare further VMT analysis. The relevant screening criteria are described below:

- High Quality Transit Area – Projects located within a half mile of an existing or planned high-quality transit corridor or major transit station are presumed to have a less than significant impact if they also meet the following criteria: 1) is high density (minimum floor area ratio [FAR] of 0.75), 2) does not exceed parking requirements, 3) is consistent with Plan Bay Area, and 4) does not replace affordable housing units with a smaller number of moderate – or high-income residential units.

The project would satisfy the screening criteria listed above. The Downtown San Mateo Caltrain station is located 0.2 mile northeast of the project site. The proposed project FAR is 4.95. The project would not be inconsistent with Plan Bay Area and would not replace any affordable housing units. Therefore, the project would qualify for the High-Quality Transit screening criteria. For these reasons, the project is presumed to have a less than significant VMT impact. **(Less than Significant Impact)**

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Geometric Design

Driveway Design and Site Distance

The project's proposed two-way driveway has separate aprons that serve inbound and outbound lanes, which are 25-feet-wide and 27-feet-wide, respectively, and are separated by approximately three feet of curb. Per San Mateo Municipal Code Section 27.64.025, two separate curb cuts serving residential parking shall be no greater than 20-feet-wide and separated by 20 feet, and driveways serving non-residential lots with more than 50 feet of frontage must have a total width no greater than 52 percent of the frontage length. The project's driveway serves both residential and non-residential uses, thus the non-residential requirement applies.

The project driveway would not provide adequate sight distance between exiting motorists and pedestrians on the adjacent sidewalk approaching from the north or south because the sight line would be blocked by the building. The garage driveway would provide adequate sight distance between exiting motorists and bicyclists and motor vehicles traveling south on South Railroad Avenue. According to the site plan, the garage exit will utilize an alarm system to alert pedestrians of vehicle departures to address the limited sight distance, which is typical for an urban building. With this control in place, sight distance would not be an issue.

Loading and Curbside Management

Per San Mateo Municipal Code Section 27.64.390, the City of San Mateo requires a total of four off-street 10-foot by 25-foot loading berths for freight loading. The code states that two loading berths are required for the office land use, two for the retail land use, and one for the residential land use, although the residential may be eliminated in mixed-use developments where a minimum of one loading berth is required for nonresidential uses. The project proposes two on-street loading areas and no off-street loading facilities. The proposed 25-foot-long yellow zone on East 4th Avenue approximately 70 feet east of the intersection with South B Street is proposed to facilitate freight loading and pick-up and drop-off activities for the residential units and the Self-Help for the Elderly center. The on-street pullout yellow zone located on South Railroad Avenue, approximately 25 feet north of the intersection with East 5th Avenue, would support waste collection operations only. Therefore, the project would not provide the required off-street loading facilities and only one qualifying on-street loading area compared to the required four loading zones and the Project must request relief from the City via the Site Plan and Architectural Review process, requesting a variance, or through the State Density Bonus Law.

The project provides a 25-foot by eight foot loading zone on East 4th Avenue, approximately 88 feet west of the main entrance to the residential building. A passenger loading zone for a single vehicle should typically be 40 feet long when located next to a driveway, intersection or bus stop to ensure

vehicles have room to fully pull out of the travel way.[135] Therefore, passenger loading activity may occur in the loading zone on East 4th Avenue but also within the travel lanes of East 4th Avenue or South B Street given the entrance locations. Additionally, delivery vehicles such as an SU-30 (approximately 30 feet in length) would not fit within the designated loading zone on East 4th Avenue and would need to be directed elsewhere, such as the proposed on-street loading area in front of the retail grocery store on the west side of South B Street, across the street from the project site.

Condition of Approval TRN-1:

A. If additional on-street loading is needed by a commercial tenant, the applicant may submit a request for additional on-street loading zone(s) by submitting a General Curb Marking Request Form subject to review and approval by the Department of Public Works

With implementation of the above conditions of approval, the project would not introduce increased hazards from new geometric design.

Trash Collection

The project proposes two trash facilities, one in the commercial building and one in the residential building, both with on-street access doors. These facilities are located south of the garage entry on South Railroad Avenue with waste containers transferred for collection to the pullout on South Railroad Avenue via a curb ramp on the north end of the pullout. Per the proposed trash collection schedule indicated on the site plan, collection would occur Monday through Saturday. A maximum of three bins would be collected on any given day for the office and residential waste collection combined. According to turning movement templates provided by Recology, a front-load collection vehicle would be able to complete turns to and from South Railroad Avenue and complete on-street trash collection for up to three containers staged in the south end of the proposed pullout. During waste collection, the rear of the vehicle would extend across the width of South Railroad Avenue and block through access for other vehicles. According to Recology, waste collection would be proposed for this site between 6:00-9:00 AM. Based on a call with Recology staff, each bin typically takes approximately one minute to load if the bins are positioned in an easily accessible manner in the public right-of-way as proposed by the project. Therefore, the Recology truck would likely have a 3-minute dwell time and a peak of 5-minute dwell time. During the 6:00-9:00 AM period, the block of South Railroad Avenue had low existing traffic volumes, with an average of five vehicles and a peak of 15 vehicles during the 15-minute period starting at 6:15 am on the day of the traffic counts. As demonstrated by cumulative intersection volume forecasts, no substantial growth in through trips is anticipated for this roadway because it only connects one block and has a local-serving character. Of Project generated trips, outbound trips would queue within the parking garage and thus would not interfere with other vehicles in the public right-of-way. Inbound trips would typically be able to access the garage while waste collection is in progress as the waste

[135] See page 19 of the *San Francisco Curb Study* by Uber and Fehr & Peers (September 2018), presented online at: https://www.fehrandpeers.com/curbs-of-the-future/.

collection would occur on the south side of the driveway. Therefore, Project-generated vehicle trips would not result in queues within the public right-of-way, although existing vehicles that continue to use South Railroad Avenue in the future could create queues when they arrive during a garbage loading activity.

Incompatible Uses

As discussed in Section 4.11 Land Use and Planning, the proposed land uses are consistent with the site's General Plan land use designation and zoning district. The proposed project would not introduce any new uses to the project vicinity. Since the project does not propose a use that is incompatible with the existing land uses in the project vicinity or propose a use that would bring unusual equipment on the roadways (e.g., farm equipment), the project would not substantially increase hazards due to incompatible uses.

Based on the analysis above, the project would not substantially increase hazards due to a geometric design feature or incompatible uses. **(Less than Significant Impact)**

d) Would the project result in inadequate emergency access?

The proposed project would redevelop the project site by demolishing the existing four commercial buildings and City-owned surface parking lot in order to construct two buildings—a seven-story residential building a six-story commercial building that would include 148,939 square feet of office and 13,995 square feet of retail/restaurant space. The project does not propose altering the existing roadway network and does not propose new vehicular roadways that would impede emergency vehicle access. For these reasons, the project would not result in inadequate emergency access. **(Less than Significant Impact)**

4.17.3 Non-CEQA Effects

The City has traditionally used level of service or LOS (i.e., vehicle delay or congestion) as the basis for determining a project's traffic impacts. However, with the passage of SB 743 and the adoption of related Guidelines implementing SB 743 (see Guidelines Section 15604.3, the City's approach to evaluating project traffic impacts under CEQA must change. SB 743, amending state law (CEQA), takes precedence over the City's General Plan, and now requires that LOS no longer be used after December 28, 2018. Upon the December 28, 2018 effective date of the new Guidelines, this project's LOS traffic impacts (i.e., increased vehicle delay) are required to be considered insignificant under CEQA. The following discussion is provided for informational purposes only to disclose how the project would comply with the City's LOS policies and whether any physical roadway improvements are needed to maintain desired LOS, so that those physical improvements can also be evaluated in this Initial Study.

Trip Generation

Vehicle trips generated by the proposed project were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition for the General Office Building (Land Use Code 710), Strip Retail Plaza (Land Use Code 822), and Affordable Housing (Land use Code 220) land uses. The existing restaurants were included as existing trip credits since they currently generate trips to and from the site. Table 4.17-3 summarizes the proposed project's trip generation.

Table 4.17-3: Project Trip Generation Estimates

Land Use	Size	Daily Total	AM			PM		
			In	Out	Total	In	Out	Total
Proposed Project								
General Office Building	148.9 ksf	1,614	199	27	226	36	178	214
Strip Retail Plaza (>40 ksf)	14 ksf	762	20	13	33	46	46	92
Affordable Housing	71 units	342	10	26	36	19	14	33
Self-Help (Employees)*	12 employees	40	5	1	6	1	4	5
Self-Help (Visitors)*	6.0 visitors	48	0	0	0	0	0	0
Internal Capture**	--	-56	-8	-2	-10	-6	-14	-20
External Walk, Bike, and Transit***	--	-961	-86	-21	-107	-33	-80	-113
Total Proposed Project Trips	**--**	**1,789**	**140**	**44**	**184**	**63**	**148**	**211**
Existing Conditions								
Fast Casual Dining	3.4 ksf	330	3	2	5	24	19	43
Fine Dining Restaurant	5.7 ksf	478	2	2	4	29	15	44
External Walk, Bike, and Transit***	--	-111	0	-1	-1	-5	-4	-9
Total Existing Trips	**--**	**697**	**5**	**3**	**8**	**48**	**30**	**78**
Net New Project Trips	**--**	**1,092**	**135**	**41**	**176**	**15**	**118**	**133**

Notes:

ksf = kilo-square feet

*The 6.0 ksf of Self-Help land use represents a unique use for which Fehr & Peers used operational data to estimate the trip generation. Operational data (e.g., user information and mode share rates were provided on August 31, 2023 by the Applicant. To estimate trip generation, Fehr & Peers first divided users into two groups and then calculate the trip generation for each separately:

Employees: trip generation for the 12 employees was estimated by applying the per-employee General Office Building ITE rates.

Land Use	Size	Daily Total	AM			PM		
			In	Out	Total	In	Out	Total
Visitors: Given the existing site's operating schedule (open to visitors from 9 a.m. to 4 p.m.) it is expected that visitors do not travel during AM and PM peak periods (7:30-8:30 a.m., 5:00-6:00 p.m.). Thus, Fehr & Peers have indicated zero trips generated during these times. Daily visitor trips were estimated based on annual visitor data, as follows: (10,000 current annual trips / 250 weekdays in the year) x 30% automobile mode share x 2 trips per automobile traveler = 24 to 48 daily trips.								
** Internal Capture: Trips that occur between land-uses on a multi-use project site and which can be made without using the off-site street network are considered “internal trips”. Internal trips for this project can be made by walking between uses.								
*** External Walk, Bike, and Transit: Trips that occur from walk/bike trips and represent external trips taken by foot or on bicycle (e.g., nearby San Mateo residents commuting to the proposed project on foot or bike).								

As shown in the table, the proposed project would generate a net total of 1,092 daily trips, 176 net trips in the AM peak period, and 133 net trips in the PM peak period.

Intersection Levels of Service

Level of service (LOS) describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at a LOS A experience very little delay, while those using a facility that operates at a LOS F will experience long delays.

Per the City’s 2030 General Plan Circulation Element Policy C 2.7 (Section E), all projects are required, at a minimum, to pay a transportation mitigation fee. The transportation mitigation fee is used to fund planned transportation improvements that are identified in the City of San Mateo Traffic Mitigation Program. 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:

- The LOS at a signalized intersection drops below mid-level LOS D (average delay of more than 45 seconds) or the LOS at an unsignalized intersection drops from LOS E or better to LOS F (average delay of more than 50 seconds) when the project traffic 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.

The following six intersections were analyzed for the project:

1. East 4th Avenue and South B Street (signalized)
2. East 4th Avenue and South Railroad Avenue (unsignalized)

3. East 4th Avenue and South Claremont Street (signalized)
4. East 5th Avenue and South B Street (signalized)
5. East 5th Avenue and South Railroad Avenue (unsignalized)
6. East 5th Avenue and South Claremont Street signalized)

The LOS for these intersections was calculated using the Highway Capacity Manual 2000 edition. Baseline conditions were estimated by adding the projected volumes from approved, but not yet completed land use development and transportation projects to existing peak hour volumes for the project completion year. Cumulative conditions were estimated by adding regional growth to existing traffic volumes.

A summary of the project's impacts to the intersections' levels of service is provided in Table 4.17-4 below. Based on the City's LOS standards, the project would not cause operational deficiencies at any of the study intersections under baseline or cumulative scenarios.

Table 4.17-4: Intersection LOS Summary

Intersection	Peak Hour	Existing[1]		Baseline[2]				Cumulative[3]			
		No Project		No Project		With Project		No Project		With Project	
		Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
East 4th Avenue and South B Street	AM	15	B	16	B	17	B	17	B	17	B
	PM	21	C	23	C	23	C	29	C	30	C
East 4th Avenue and South Railroad Avenue	AM	<10	A (SB)	<10	A (SB)	<10	A (SB)	<10	A (SB)	<10	A (SB)
	PM	<10	A (SB)	<10	A (SB)	<10	A (SB)	<10	A (SB)	<10	A (SB)
East 4th Avenue and South Claremont Street	AM	18	B	15	B	15	B	17	B	17	B
	PM	20	C	16	B	16	B	20	C	20	C
East 5th Avenue and South B Street	AM	14	B	16	B	17	B	16	B	16	B
	PM	26	C	24	C	25	C	36	D	38	D
East 5th Avenue and South Railroad Avenue	AM	<10	A (SB)	<10	A (SB)	11	B (SB)	<10	A (SB)	11	B (SB)
	PM	10	B (SB)	<10	B (SB)	15	B(SB)	10	B (SB)	16	C (SB)
East 5th Avenue and South Claremont Street	AM	<10	A	<10	A	<10	A	14	B	15	B
	PM	12	B	12	B	14	B	20	C	24	C

Notes:

[1] Existing conditions refer to current conditions.

[2] Baseline conditions refer to existing conditions plus projected volumes from approved, but not yet completed land use development and transportation projects to existing peak hour volumes for the project completion/opening year.

[3] Cumulative conditions include the following pending projects: 477 9th Avenue Mixed-Use project, 480 East 4th Avenue (Kiku Crossing), Block 21, and 222 East 4th Avenue (Draegers).

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.

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*

Precontact Resources

As discussed in Section 4.5 Cultural Resources, a review of archeological studies in the project vicinity and a field inventory conducted by Basin Research Associates showed that no precontact and/or historic era archaeological sites or resources are present on or within 1,000 feet of the project site. The project site is located within the former Rancho de las Pulgas, which extends from San Mateo Creek to San Francisquito Creek in Palo Alto. None of the known rancho dwellings, other structures or features (e.g., mills, corrals, roads, etc.) were located on or adjacent to the project site. Additionally, the project site is located over 1,500 feet south of the San Mateo Creek. The project site is mapped within a low sensitivity archaeological zone.

AB 52 requires lead agencies to complete formal consultations with California Native American tribes during the CEQA process to identify tribal cultural resources that may be significantly impacted by a project. Where a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss the impact and whether feasible

alternatives or mitigation measures could avoid or substantially lessen the impact. This consultation requirement applies only if the tribes have sent written requests for notification of projects to the Lead Agency.

The City sent out AB 52 notification letters to 11 tribe contacts on March 27, 2024. The City received one response pursuant to AB 52 from the Indian Canyon Band of Costanoan Ohlone People on April 19, 2024.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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.	☐	☒	☐	☐

a) Would the project 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)?

As discussed in Section 4.18.1.2 Existing Conditions, no precontact- or historic-era sites or resources have been documented within 1,000 feet of the project site. Further, the project site is considered to have a low sensitivity for buried archaeological resources.

On April 19, 2024, the City received a response from the Indian Canyon Band of Costanoan Ohlone People. On May 21, 2024, the City met virtually with Chairwoman Kanyon Sayers-Roods (a

representative from the Indian Canyon Band of Costanoan Ohlone People) to discuss the project and potential tribal cultural resources on site. A request for Cultural Sensitivity Training was also made. Staff shared the proposed mitigation measure language with the tribe on June 12, 2024, no further responses were received.

Impact TCR-1: Development of the proposed project could potentially result in impacts to undiscovered tribal cultural resources.

Mitigation Measure:

MM TCR-1.1: Prior to the issuance of a building permit for demolition, the applicant shall provide proof of an agreement with a qualified Native American representative to provide at least one cultural sensitivity training to construction personnel prior to grading activities. The Native American representative shall be traditionally and culturally affiliated with the geographic area as determined by the Native American Heritage Commission and shall conduct this training prior to grading activities.

In addition to mitigation measure MM TCR-1.1, the project would also be required to implement Condition of Approval CUL-1 and CUL-2 (refer to Section 4.5 of this Initial Study). With implementation of these conditions, the project would not cause a substantial adverse change in the significance of a listed or eligible TCR, and would result in a less than significant impact. **(Less than Significant Impact with Mitigation Incorporated)**

b) Would the project 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?

See response to checklist question a) above. **(Less than Significant Impact with Mitigation Incorporated)**

4.19 Utilities and Service Systems

The following discussion is based, in part, on a Sanitary Sewer Evaluation prepared by Sherwood Design Engineers (dated February 2023) and a Shared Storm Drain Piping Capacity Letter prepared by Kier + Wright (dated January 2024). Copies of these reports are attached to this Initial Study as Appendix J and Appendix K, respectively.

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. Cal Water, which supplies water supplies to the Mid-Peninsula District that encompasses the City of San Mateo, adopted its most recent UWMP in June 2021.

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.

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. CalRecycle released an analysis titled "Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals" in August of 2020, which recommended maintaining the disposal reduction targets set forth in SB 1383.[136]

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 2030 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: 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. 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. 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.

[136] CalRecycle. Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals. August 18, 2020. https://www2.calrecycle.ca.gov/Publications/Details/1693#:~:text=Analysis%20of%20the%20Progress%20Toward,(DRRR%2D2020%2D1693)&text=SB%201383%20establishes%20targets%20to,75%20percent%20reduction%20by%202025.

Policy	Description
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: • Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit. • Require all new developments to underground lines and provide underground connections when feasible. • 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. 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.

Policy	Description
LU 8.7	Establish a partnership with California Water Service (CWS), Bay Area Water Supply Conservation Agency and other mid-peninsula cities to promote the water reduction strategies that are offered and to create an outreach program that will help inform residence and businesses of increase costs and the need for conservation efforts.

4.19.1.2 *Existing Conditions*

Water Service

The site is currently serviced by Cal Water and is located within Cal Water'sBayshore – Mid-Peninsula District. Cal Water purchases water from the SFPUC to meet the City's water demand. The demand from the 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.[137] The UWMP prepared for the Bayshore – Mid-Peninsula 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.[138]

The project site is fully developed with four commercial buildings, a surface parking lot. The existing development is estimated to have a water demand of approximately 2,039 gallons per day (gpd).[139]

Sanitary Sewer/Wastewater Treatment

The City of San Mateo Department of Public Works (DPW) Clean Water Program (CWP) and Environmental Services Division provides oversight of the City's sanitary sewer collection system, including the San Mateo/Estero Municipal Improvement District Wastewater Treatment Plant (WWTP) serving more than 130,000 people, 240 miles of collection system mainlines, 6,032 manholes, and 27 pump stations. San Mateo's WWTP is a jointly owned facility. Ownership of the WWTP facility is shared between San Mateo and Foster City/Estero Municipal Improvement District, with ownership respectively split approximately 75 percent and 25 percent. The WWTP collects wastewater from these two facility owners, plus portions of Hillsborough, Belmont, Crystal Spring Sanitation District, and the County of San Mateo, for treatment and eventual discharge into the San

[137] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.
[138] The Bay-Delta Plan Amendment could have implications for the allocation of water to Cal Water and other water providers.
[139] Sherwood Design Engineers. *Bespoke (Downtown San Mateo) – Sanitary Sewer Flows Evaluation.* February 8, 2023.

Francisco Bay. The City of San Mateo generated an estimated 7,043 acre-feet yearly (AFY) of wastewater in 2020.[140,141]

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.[142] The WWTP can treat up to 60 mgd through primary treatment and 40 mgd through secondary treatment. During heavy rains, the WWTP's treatment capacity is regularly exceeded. San Mateo has recently updated the collection system model to better estimate peak flows and to project flows through 2035. According to the 2014 model, the peak wet weather flow (PWWF) that would be conveyed to the plant in 2035 (assuming there is adequate conveyance), is projected to be 98 mgd.[143] 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.[144] 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.[145] Wastewater from the project site is conveyed to the City's sewer system via a twelve-inch diameter main in South B Street.

Based upon the Sanitary Sewer Evaluation, it is estimated that the existing development generates 2,039 gpd of wastewater.

Storm Drainage

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City. Stormwater onsite typically flows into the City's storm drains in South B Street, which drain into San Francisco Bay. As described in Section 4.10 Hydrology and Water Quality, the project site is located within the San Mateo Creek Watershed, which drains directly into the San Francisco Bay via the San Mateo Creek.

As it exists, approximately 98 percent (49,963 square feet) of the project site is impervious while the remaining two percent (637 square feet) is pervious.

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[140] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.
[141] One acre-foot equals 325,851 gallons.
[142] San Mateo Clean Water Program. *Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project.* November 2017.
[143] City of San Mateo. *Final Environmental Impact Report, City of San Mateo Clean Water Program*. April 2016.
[144] The capacity improvement project is anticipated to be complete winter 2024.
[145] Clean Water Program. Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project. March 27, 2020. https://cleanwaterprogramsanmateo.org/wwtp/.

Solid Waste

Solid waste collection and recycling services for residents and businesses in San Mateo are provided by Recology San Mateo County. Once collected, solid waste and recyclables are transported to the Shoreway Environmental Center for sorting. After the solid waste is collected and sorted at the San Carlos Transfer Station, non-recyclable waste is transported to the Corinda Los Trancos (Ox Mountain) Landfill, located in Half Moon Bay. The Ox Mountain landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. The landfill's maximum capacity is 60.5 million cubic yards, with an estimated closure year of 2034.[146] The remaining capacity at this facility is 22,180,000 cubic yards.[147]

Using solid waste disposal rates for Fast Food Restaurant without Drive Thru, Quality Restaurant, and Parking Lot, the existing development has a solid waste disposal rate of approximately 44 tons per year.[148]

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or 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?	☐	☐	☒	☐

[146] Devincenzi, Monica. Municipal Relationship Manager, Republic Services. Personal Communication. February 27, 2019.
[147] California's Department of Resources Recycling and Recovery (CalRecycle). "SWIS Facility Detail: Corinda Los Trancos Landfill (Ox Mountain) (41-AA-0002)". Accessed June 23, 2022. https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/3223.
[148] ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, 445 South B Street (Bespoke) Project.* March 2024. Attachment B.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
e) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project 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?

Water Facilities

The proposed project would rely on the existing water delivery system to supply water to the site. As discussed under checklist question b) 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 uses are consistent with the General Plan and the demand projections used in the most recently adopted UWMP. No relocation or construction of water facilities is required by the proposed project. The project proposes lateral connections to the existing water line in South B Street. Lateral connections to existing water lines would occur during grading of the site and would not result in significant environmental effects beyond what is disclosed throughout this Initial Study.

Wastewater Treatment Facilities

Wastewater generated by the proposed project would be disposed of at the San Mateo WWTP. As discussed in Section 4.19.1.2 Existing Conditions, the San Mateo WWTP has adequate disposal capacity through 2035 and is undergoing capacity improvements. No expansion or construction of wastewater treatment facilities would be required to accommodate the project. The project proposes lateral connections to the existing sewer line in South B Street. Construction of lateral connections would occur during grading and would not cause significant environmental effects beyond what is disclosed throughout this Initial Study.

Stormwater Drainage Facilities

The proposed project would decrease the amount of stormwater runoff generated at the site. As it exists, approximately 98 percent (49,963 square feet) of the project site is impervious while the remaining two percent (637 square feet) is pervious. Following project completion, the project site would be developed with 95 percent (47,961 square feet) of impervious surfaces and five percent (2,639 square feet) of pervious surfaces.

Impervious surface on site would decrease from 98 to 95 percent as a result of the project. Since the project would result in less impervious surface on the sites, the project would result in a corresponding reduction in the amount of surface runoff compared to existing conditions. The project would propose lateral connections to existing stormwater lines in South B Street. Post-construction stormwater runoff from the project's impervious surfaces would be directed towards landscaped areas and bioretention throughout the project site for treatment. As discussed in Section 4.10 Hydrology and Water Quality, implementation of MRP-mandated treatment controls would provide reductions in the rate and volume of post-construction stormwater runoff discharged to the public storm drain system. Construction of new storm drainage infrastructure would occur during grading and would not cause significant environmental effects beyond what is disclosed throughout this Initial Study.

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.

Based on the above analysis, the proposed project would not result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities beyond the connections to existing facilities discussed above. **(Less than Significant Impact)**

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The Mid-Peninsula District's water supply (14 billion gallons per year through 2040) is shared among Cal Water Service's three districts (South San Francisco District, Bear Gulch District, and Mid-Peninsula District). The District's Urban Water Management Plan anticipates that the City is expected to meet projected water demand through 2040 during normal year scenarios. Available water supply will be reduced during single and multiple drought years. Implementation of the Cal Water Service's water shortage contingency plan (and other conservation measures) will reduce the demand for water in the District during years of drought. Additionally, Cal Water's development of alternative water supplies also ensures that there would not be a water deficit.

The proposed project falls below the 500-dwelling unit and 500,000 square foot office use thresholds for preparation of a water supply assessment by a local provider, in line with Senate Bill 610 and CEQA Guidelines Section 15155. Although the project would not require a water supply assessment to comprehensively analyze its water use impact, the project would intensify the demand for water use on the project site when compared to its current use.

Based on the water demand rates contained in the Sanitary Sewer Evaluation (refer to Appendix K), the project is estimated to have a maximum water demand of 10,855 gpd.[149] As discussed in Section 4.19.1.2 Existing Conditions, the existing development on-site consumes approximately 2,039 gpd. Thus, the project would result in an increase of 8,816 gpd over baseline conditions. However, this increase would not prevent Cal Water from meeting its customers' water demands, as the proposed water demand for the project is in line with growth assumptions used in the most recent 2021 UWMP, which forecasts demand and supplies 20 years, based on the adopted General Plan, with which the proposed project is consistent.

The proposed project would be required to comply with various City policies established to reduce water use in addition to the City's Green Building Codes, Water Conservation in Landscaping Ordinance, and Cal Water's Water Shortage Contingency Plan and water conservation measures. Adherence to these ordinances and measures would prevent excessive use of water and ensure the proposed project incorporates water saving measures into its building design.

The proposed project would not require additional water supply other than what is currently allocated for the City by the Cal Water Mid-Peninsula District. The demand from the Mid-Peninsula Water District as a whole was estimated to be 14,563 acre-feet per year in 2020 and forecasted to increase to 15,279 acre-feet per year in 2045. The volume of water supplied solely to the City of San Mateo by Cal Water was 10,904 acre-feet (3.6 billion gallons) in 2020. The estimated increase in water use on the project site (approximately 0.001 acre feet per year) will be minimal in comparison to the City's total demand (0.1 percent), let alone the demand of the entire District. In the event of dry year scenarios, the Mid-Peninsula Water District would enact its Water Shortage Contingency Plan that would require water conservation measures district-wide to ensure that water supplies are not exhausted.

By implementing water conservation measures and ensuring applicable building codes are adhered to, the proposed project would not result in an excessive increase in water demand beyond what is already planned for in the Mid-Peninsula Water District. **(Less than Significant Impact)**

c) Would the project 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?

The San Mateo WWTP has an ADWF design capacity of 15.7 mgd and a peak wet weather capacity of approximately 40 mgd. The current ADWF is approximately 11.6 mgd. The ADWF is expected to increase directly with the increase in population within the service area, resulting in an ADWF of

[149] The water demand factors are as follows: Office (0.019 gpd per square foot), Restaurant (0.196 gpd per square foot), and Residential (0.092 per square foot). For purposes of this calculation, self-help is assumed to have the same water demand as Office. Since residential water demand can vary by total occupancy, this analysis assumes maximum water demand based on maximum residential occupancy. For the project, these standards result in a total of 342 occupants.

154,903 x 0.019 = 2,944; 13,995 x 0.196 = 2,743; 56,172 x 0.092 = 5,168; 2,944 +2,743+5,168 = 10,855 gpd.

13.9 mgd by the year 2035. As described in Section 4.19.1.2 Existing Conditions, the WWTP is undergoing upgrades that would allow the plant to provide treatment to 21 mgd.

Based on the project's anticipated water demand, the project is estimated to result in approximately 9,779 gpd of wastewater. As discussed in Section 4.19.1.2 Existing Conditions, the existing development generates approximately 2,039 gpd of wastewater. Thus, the project would result in a net increase of 7,740 gpd above baseline conditions.

On its own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP. The increase in wastewater from the proposed project would be consistent with expected growth metrics for residential and employment in the City that were used to analyze impacts from planned development until 2030 under the General Plan. Additionally, the project would be subject to the following standard conditions of approval.

Condition of Approval UTIL-1:

- In order to meet the increased demands on the Wastewater Treatment Plant created by this project, the applicant shall contribute fees toward the Plant expansion based upon the average projected sanitary flow, as established by City Council Resolution No. 24 (2006). The charge will be based upon the City Council resolution in effect at the time of building permit issuance. The fee shall be collected by the Public Works Department and paid prior to issuance of the superstructure building permit for each building.

Condition of Approval UTIL-2:

- The applicant shall pay a charge proportional to the project's share of the increased amount of sewage generated by the project, as established by San Mateo Municipal Code Chapter 3.54.060. The charge will be based upon the City Council resolution in effect at the time of building permit issuance. The fee shall be collected by the Public Works Department and paid prior to issuance of the superstructure building permit for each building.

The amount of wastewater generated on-site would not require the development of new or the expansion of existing wastewater treatment plants and would be adequately treated under the existing system. Therefore, the proposed project would not significantly impact the wastewater treatment capacity of the City of San Mateo. **(Less than Significant Impact)**

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Based on CalEEMod assumptions for the proposed land uses (Mid Rise Apartments, General Office Building, and High Turnover Sit Down Restaurant), the project would generate approximately 364

tons of solid waste per year (refer to Appendix D). As discussed in Section 4.19.1.2 Existing Conditions, existing development generates approximately 44 tons of solid waste per year. Thus, the project would result in a net increase of approximately 320 tons per year compared to existing conditions.

Solid waste from the City of San Mateo is disposed of at Ox Mountain Landfill in Half Moon Bay, which is expected to reach its permitted capacity in 2034.[150] The City implements programs to reduce solid waste materials in landfills, and in 2015 achieved a landfill diversion rate of approximately 73 percent.[151] The project would not interfere with the City's goals of increasing measured waste diversion to 50 percent past 2020 and maximum diversion to 90 percent by 2050, as set forth by General Plan Policy LU-8.6. The proposed project will result in an increase in waste landfilled at Ox Mountain Landfill by 320 tons. However, given Ox Mountain Landfill currently receives 3,598 tons of waste per day and has a remaining capacity of 22,180,000 cubic yards, the landfill has sufficient capacity to serve the proposed project. **(Less than Significant Impact)**

e) Would the project be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

In addition to the solid waste generated by operation of the proposed mixed-use building, large amounts of construction waste would be generated during construction and demolition activities. At least 65 percent of this construction waste will be recycled, in compliance with the California Green Building Standards Code. Implementation of recycling measures during the construction and post-construction phases of the project would contribute to the City's compliance with the waste diversion requirements under state law. **(Less than Significant Impact)**

[150] CalRecycle. Solid Waste Facility Permit – Corinda Los Trancos Landfill (Ox Mountain). Accessed May 26, 2022. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223.
[151] City of San Mateo. "Recycling, Compost, and Garbage." Accessed February 5, 2024. http://www.cityofsanmateo.org/index.aspx?NID=2076.

4.20 Wildfire

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

State

Fire Hazard Severity Zones

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZs), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. FHSZs are divided into areas where the state has financial responsibility for wildland fire protection, known as state responsibility areas (SRAs), and areas where local governments have financial responsibility for wildland fire protection, known as local responsibility areas (LRAs). Homeowners living in an SRA are responsible for ensuring that their property is in compliance with California's building and fire codes. Only lands zoned for Very High Fire Hazard Severity Zones (VHFHSZ) are identified within LRAs.

California Fire Code Chapter 47

Chapter 47 of the California Fire Code sets requirements for wildland-urban interface fire areas that increase the ability of buildings to resist the intrusion of flame or burning embers being projected by a vegetation fire, in addition to systematically reducing conflagration losses through the use of performance and prescriptive requirements.

California Public Resources Code Section 4442 through 4431

The California Public Resources Code includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that uses an internal combustion engine; specify requirements for the safe use of gasoline-powered tools on forest-covered land, brush-covered land, or grass-covered land; and specify fire suppression equipment that must be provided onsite for various types of work in fire-prone areas. These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Public Resources Code Section 4442);
- Appropriate fire suppression equipment would be maintained during the highest fire danger period, from April 1 to December 1 (Public Resources Code Section 4428);
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain appropriate fire suppression equipment (Public Resources Code Section 4427); and

- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (Public Resources Code Section 4431).

California Code of Regulations Title 14

The California Board of Forestry and Fire Protection has adopted regulations, known as SRA Fire Safe Regulations, which apply basic wildland fire protection standards for building, construction, and development occurring in a SRA. The future design and construction of structures, subdivisions and developments in SRAs are required to provide for the basic emergency access and perimeter wildfire protection measures discussed in Title 14.

4.20.1.2 *Existing Conditions*

Wildland fire hazards are located in the western hills within San Mateo City Limits. Undeveloped portions of the City's western hills are considered VHFHSZ.[152] 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.[153]

The project site is within the City's urbanized downtown and is not located in a very high fire hazard severity zone.[154]

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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?	☐	☐	☒	☐

[152] California Department of Forestry and Fire Protection. *San Mateo County: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. November 2008. https://osfm.fire.ca.gov/media/5988/san_mateo.pdf.
[153] San Mateo 2030 General Plan, Safety Element. October 2010.
[154] California Department of Forestry and Fire Protection. *San Mateo County: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. November 2008. https://osfm.fire.ca.gov/media/5988/san_mateo.pdf.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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?	☐	☐	☒	☐

The project site is not located in state responsibility areas or lands classified as very high fire hazard severity zones. However, the project site is located approximately 2.8 miles west of areas designated as very high and high fire hazard severity zones. Factors that contribute to the risk of wildland fire include dense and fire-prone vegetation, poor access to firefighting equipment because of slopes or inadequate roads, and lack of adequate water pressure and service in fire-prone locations.

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Construction and operation of the project, which would be done in accordance with City building and fire codes and regulations, would not impair implementation of or physically interfere with the City's Emergency Operations Plan, which is not tied to access onto or through the project site. In addition, emergency vehicles would be able to access the site via South Railroad Avenue. Additionally, the project would be constructed in accordance with current building and fire codes to ensure structural stability and safety. For these reasons, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

b) Would the project, 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?

According to a study on the "Influence of Slope on Fire Spread Rate" conducted by the USDA Forest Service[155], slopes of zero to 10 degrees do not contribute to acceleration of fire. The project site is relatively flat and there are no significant slopes directly adjacent to the project site that contribute to the spreading of wildfire and its related hazards. However, wind is still a contributing factor to wildfire risk in the project area as well as the long dry summers and highly flammable fuel throughout the area.

The project would avoid exacerbating wildfire risks by complying with the standards set forth in the California Public Resources Code Section 4442 through 4431, which include restrictions on the type of equipment that can be used in fire prone areas to reduce the risk of causing wildfire during construction activities (refer to Section 4.20.1.1). The project does not propose altering the existing roadway network and does not propose new vehicular roadways that would create hazards or impede emergency vehicle access. Additionally, the project would be constructed in accordance with current building and fire codes to ensure structural stability and safety.

Therefore, the project would not, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to increased risk from pollutant concentrations due to a wildfire or the uncontrolled spread of a wildfire. **(Less than Significant Impact)**

c) Would the project 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?

Access to the project would be provided via South Railroad Avenue. The project would utilize existing public roads and connect to existing utilities. The construction of the project would comply with the standards set forth in the California Public Resources Code Section 4442 through 4431. Thus, the project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. **(Less than Significant Impact)**

[155] B.W. Butler, W.R. Anderson, and E.A. Catchpole. Influence of Slope on Fire Spread Rate. USDA Forest Service Proceedings RMRS-P-46CD. 2007. Accessed February 16, 2024. Influence of slope on fire spread rate | US Forest Service Research and Development (usda.gov)

d) Would the project 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?

As discussed in Section 4.7 Geology and soils, the project site is not susceptible to significant risk of landslides.[156] Further, the project site is located within Flood Zone X, which is an area of minimal flood hazard.[157] As discussed above under checklist question b), the project site is relatively flat and not adjacent to any steep slopes. Therefore, the project would not 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. **(Less than Significant Impact)**

[156] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Accessed September 12, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/

[157] Federal Emergency Management Agency. *Flood Insurance Rate Map*, *Community Panel No. 06081C0154G*. Map. Effective Date: April 5, 2019.

4.21 Mandatory Findings of Significance

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

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

As discussed throughout this Initial Study, the proposed project would not degrade the quality of the environment, substantially affect biological resources, or eliminate important examples of California history or prehistory with implementation of the identified conditions of approval and mitigation measures. As discussed in Section 4.4 Biological Resources, adherence to the City of San Mateo's Tree Preservation Ordinance and mitigation measures for impacts to nesting birds (MM BIO-1.1 and MM BIO-1.2) would reduce potentially significant impacts to biological resources to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Agricultural Resources, Mineral Resources, and Wildfire

As discussed in Sections 4.2, 4.12, and 4.20 of this Initial Study, the project would not impact agricultural and forest resources, mineral resources, or result in wildfire impacts. Therefore, the project would not contribute to a significant cumulative impact on these resources.

Aesthetics

The project is located on an infill site within a Transit Priority Area. 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. Other cumulative projects[158] would also be within a transit priority area and presumed to have less than significant aesthetic impacts.

Biological Resources

The proposed project, in conjunction with cumulative projects, would not result in the loss of sensitive habitat. The project proposes the removal of 23 existing trees. The project proposes to comply with the City's policy regarding tree removal and replacement. Pre-construction nesting bird surveys are required as mitigation; therefore, the project would not contribute to a significant cumulative impact on migratory birds. Other projects in the vicinity would also be required to comply with the City's tree policies and would be required to implement similar mitigation measures to ensure cumulative impacts on migratory nesting birds are reduced to a less than significant level.

Cultural and Tribal Cultural Resources

The geographic area for cumulative impacts to cultural resources includes the project site and surrounding area because it is assumed disturbance in the project area would affect similar cultural and tribal cultural resources. Cumulative projects[159] would involve excavation and grading or other activities that may affect unknown prehistoric cultural resources, tribal cultural resources, and/or

[158] Nazareth Vista Mixed-Use, Block 20, Block 21, Kiku Crossing and 5th Avenue Garage, 435 E 3rd Avenue, and Draeger's.
[159] Ibid.

historic resources. As a result, the City has a standard condition of approval (Condition of Approval CUL-1 and CUL-2) all projects must implement to reduce potential impacts to cultural resources to a less than significant level. All projects would also be subject to federal, state, and local regulations pertaining to the protection of cultural resources. As a result, the cumulative projects (including the project) would not result in significant cumulative impacts to cultural and tribal cultural resources.

Air Quality, Energy, and Greenhouse Gas Emissions

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of San Mateo were developed such that a project-level impact would also be a cumulatively considerable impact. The project's cumulative criteria pollutant impacts are presented in Section 4.3 Air Quality, where it is explained the project is well below the screening levels used to determine when a project could have a cumulatively considerable contribution to operational criteria pollutant impacts in the Bay Area Air Basin.

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

Modeling was completed to calculate the community health risk from the cumulative sources at the project residential MEI. Refer to Appendix A for details about the cumulative health risk modeling, including model inputs and assumptions. Table 4.21-1 below reports the cumulative community risk impacts from project construction and operation and other cumulative sources at the MEI.

Table 4.21-1: 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 and Operation	9.87	0.24	0.017
Existing Stationary Sources	2.4	<0.01	0.0083
Roadways	11	0.41	0.06
Railways	130	0.09	0.02
Foreseeable Future Cumulative Projects			
435 East 3rd Avenue	0.027	<0.01	<0.01
500 East 3rd Avenue	0.21	<0.01	<0.01
222 East 4th Avenue	1.4	<0.01	<0.01
616 South B Street	0.079	<0.01	<0.01
500 East 4th Avenue	0.71	<0.01	<0.01
477 9th Avenue	0.36	0.17	<0.01
Total	156	0.75	0.11

BAAQMD Cumulative Source Threshold	*100*	*0.8*	*10.0*
Exceed Threshold?	**Yes**	**No**	**No**

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 455 South B Street (Bespoke) Commercial/Residential Mixed-Use Project.* May 6, 2024.

As shown in Table 4.21-1, the cumulative annual $PM_{2.5}$ concentrations and hazard index for non-cancer health risks would not exceed BAAQMD's cumulative source thresholds. However, the cumulative annual cancer risks would exceed BAAQMD's cumulative source thresholds. As reflected in Table 4.21-1, the railway sources are the primary cause of the exceedance. The BAAQMD raster used to model the cumulative community risk impacts provides generalized risk estimates and estimated cancer risks for railway sources, which represents a screening-level analysis based on train schedules and 2020 fuel consumption rates. The BAAQMD raster does not account for the ongoing Caltrain electrification, anticipated to be completed in 2025. It is likely that the cumulative contribution from the rail line would decrease substantially once Caltrain electrification is completed. Thus, the identified concentrations are risks that are considered to be conservative. Since the project's contributions are below the single-source project-level thresholds, and the cumulative impact is attributable to a single predominant source (Caltrain) the project would not result in a cumulatively considerable contribution.[160]

The project's contribution to cumulative climate change impacts was presented in Section 4.8 Greenhouse Gas Emissions as less than cumulatively considerable. Therefore, the proposed project would not make a substantial contribution to cumulative air quality or GHG emissions impacts. Similarly, the discussion of the project's energy impact also reflects cumulative conditions, since the project's consumption of electricity, natural gas, and gasoline was assessed in comparison with consumption at the state and county level. Therefore, the proposed project would not make a substantial contribution to cumulative air quality, energy use, or GHG emissions impacts.

Geology and Soils

As discussed in Section 4.7 Geology and Soils, with the implementation of the City's standard conditions of approval GEO-1 through GEO-3 and adherence with the CBC, development on the site would not result in significant geology and soils impacts and would not contribute to cumulative impacts to these resources, as the geologic issues are specific to the site, and do not have the potential to contribute to or combine with localized, specific conditions on other development sites across the City.

Hazards and Hazardous Waste and Hydrology and Water Quality

As discussed in Section 4.9 Hazards and Hazardous Materials, due to off-site sources of contamination, shallow soils on-site are impacted with lead; TPHd, chloroform, and PCE are present in groundwater at concentrations exceeding regulatory screening levels; groundwater and soil vapor on-site is contaminated with TPHg; and elevated concentrations of chloroform, PCE, TCE, and

[160] Flores, Areana. BAAQMD. Personal Communication, February 23, 2021.

benzene are present in the soil vapor. Implementation of mitigation measure MM HAZ-1.1 would ensure contaminated soils on-site are properly identified, characterized, removed, and disposed of, and the project would not result in cumulatively considerable impacts, as it is not a source of contaminants, but rather is affected by off-site sources.

Due to the presence of contaminated groundwater, the project would comply with RWQCB procedures for disposal and transport of contaminated groundwater in addition to site monitoring requirements, as discussed in Section 4.10 Hydrology and Water Quality. MM HYD-1.1 would be implemented to reduce potential impacts to local surface waters, as well as to construction workers from contaminated groundwater.

The cumulative hydrologic conditions are addressed by the MRP and City policies intended to cover development across the City of San Mateo. The project would incrementally reduce impervious surface area on the site, and would include stormwater treatment measures, while none are currently present, thereby improving conditions hydrologic conditions relative to the baseline. The project would not result in cumulatively considerable hydrology and water quality impacts.

Land Use, Population and Housing, and Public Services

Land uses in the City are primarily regulated through the City's General Plan and Municipal Code. As discussed in Sections 4.11 Land Use and 4.14 Population and Housing, the project is consistent with the General Plan designation for the site, would comply with the Municipal Code, and comply with applicable General Plan policies, mitigation measures and standard permit conditions described throughout this Initial Study to reduce environmental impacts to a less than significant level. Furthermore, the project would not contribute to unplanned population/housing growth beyond what is planned in the General Plan and, therefore, would not contribute to cumulatively considerable population or housing growth.

The San Mateo 2030 General Plan concluded that buildout of the general plan would result in less than significant impacts to public services since new development is required to pay building permit fees that would help fund necessary fire and police protection resources to the City. In addition, all new residential development is required by state law to pay school impact fees. As a result, the project would not contribute to a cumulatively considerable public services impact.

Noise and Vibration

Cumulative noise impacts would include temporary construction noise from cumulative construction projects and permanent noise increase from traffic.

There are six development projects located within 500 feet of the project site.[161] All projects in the vicinity of 445 South B Street are either approved, under construction, or would not share noise-sensitive receptors with direct line-of-sight to both sites. Although the schedules for Nazareth Vista

[161] Nazareth Vista Mixed-Use, Block 20, Block 21, Kiku Crossing and 5th Avenue Garage, 435 East 3rd Avenue, and Draeger's.

Mixed-Use and Block 20 projects have not been confirmed, a significant cumulative construction impact would not occur because no nearby receptors would experience direct exposure from all three sites. The approved Block 21, Kiku Crossing, 435 East 3rd Avenue, and Draeger's projects would be constructed before the proposed project would start construction; thus, these construction schedules would not overlap with the proposed 445 South B Street project. For these reasons, the potential cumulative construction impact would be less-than-significant.

A significant cumulative traffic noise impact would occur if two criteria are met: 1) if the cumulative traffic noise level increase was 3 dBA L_{dn} or greater for future levels exceeding the normally acceptable threshold; and 2) if the project would make a "cumulatively considerable" contribution to the overall traffic noise increase. A "cumulatively considerable" contribution would be defined as an increase of 1 dBA L_{dn} or more attributable solely to the proposed project. Cumulative (no project) and cumulative plus project peak hour traffic volumes were included in the traffic study. When both the cumulative (no project) and cumulative plus project traffic volumes were compared to the existing peak hour volumes, an increase of 2 dBA L_{dn} or less was calculated along all roadway segments in the project vicinity. Since a 3 dBA L_{dn} was not calculated along any segments, the first criteria of the impact statement would not be met. Therefore, the project would not cause a significant cumulative noise increase at noise-sensitive uses in the project vicinity.

Transportation

As noted in Section 4.17 Transportation, the project's VMT impacts are presumed to be less than significant as the project meets the definition of an infill project near high quality transit, and therefore the project would not contribute to cumulative VMT impacts. Projects in the vicinity would similarly have less than significant VMT impacts given the presence of high-quality transit in the project area. Additionally, other projects within the Downtown Specific Plan Area would also be required to implement a TDM Plan that achieves a 25 percent reduction in vehicle trips. Therefore, the project impacts would not contribute to a cumulatively significant transportation impact.

Utilities

The project is consistent with the General Plan and, therefore, the project's utility demand is accounted for in the 2021 UWMP. The City is expected to meet projected water demand through 2040 during normal year scenarios. For these reasons, there is no significant cumulative water supply impact.

On its own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP. The increase in wastewater from the proposed project would be consistent with expected growth metrics for employment in the City that were used to analyze impacts from planned development until 2030 under the General Plan. Future cumulative projects would also be required to the City's standard condition of approval (Condition of Approval Util-1 and -2) which require payment of fees toward future treatment plant expansion. As such, the cumulative projects would not result in a significant cumulative solid waste impact.

Temporary Construction Impacts

The proposed project would result in temporary air quality, biological, cultural, hazardous materials, and noise impacts during construction. The analysis of toxic air contaminants took into account cumulative sources within 1,000 feet per BAAQMD guidelines, and found that cumulative health risks would be above applicable health risk thresholds; however, the project's contribution is less than cumulatively considerable because the exceedance is primarily due to the railroad, and the project does not exceed the individual source threshold. With implementation of the conditions of approval, BMPs, and mitigation measures identified in this Initial Study, construction-level impacts would be mitigated to a less than significant level.

Based on the above analysis, the project does not have impacts that are cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)**

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

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include construction air quality, hazardous materials, hydrology and water quality, and noise.

The proposed project would adhere to General Plan policies and implement mitigation measures to reduce potential impacts to a less than significant level. As discussed in Section 4.3 Air Quality, adherence to the BAAQMD best management practices for construction dust control through implementation of Condition of Approval AIR-1, as well as implementation of MM AIR-1.1 for TACs, would reduce construction-related emissions to below BAAQMD thresholds. As discussed in Section 4.9 Hazards and Hazardous Materials, with implementation of MM HAZ-1.1, including a Site Management Plan and Health and Safety Plan, construction activities would not result in a significant health risk to construction workers, the general public, or future project occupants. As discussed in Section 4.10 Hydrology and Water Quality, implementation of MM HYD-1.1 would ensure appropriate characterization, handling, and disposal of contaminated groundwater. As discussed in Section 4.13 Noise and Vibration, temporary noise and vibration impacts generated during the construction phase of the project would be reduced to less than significant levels with the implementation of the identified mitigation measures (MM NOI-1.1 and MM-NOI-2.1). No other direct or indirect adverse effects on human beings have been identified. **(Less than Significant Impact with Mitigation Incorporated)**

Section 5.0 References

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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Section 6.0 Lead Agency and Consultants

6.1 Lead Agency

City of San Mateo
Community Development Department
Manira Sandhir, Planning Manager and Zoning Administrator
Manira Sandhir, Planning Manager

6.2 Consultants

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Akoni Danielsen, President and Principal Project Manager
Natalie Noyes, Senior Project Manager
Maria Kisyova, Project Manager
Ryan Osako, Graphics Artist

BASIN Research Associates
Cultural Resources Consultants
Colin Busby, Managing Principal

ECORP Consulting, Inc.
Greenhouse Gas Emissions Consultants
Seth Meyers, Air Quality/Noise Lead
Anaya Ward, Associate Air Quality and Noise Analyst

Fehr & Peers, Inc.
Transportation Consultants
Matt Goyne, Principal Planner
Alex Murray, Transportation Planner
Samantha Ellman, Engineer/Planner

Illingworth & Rodkin, Inc.
Acoustics and Vibration Consultants
Michael Thill, Principal Project Manager
Carrie Janello, Senior Consultant

Ramboll
Air Quality Consultants
Michael Keinath, Principal and Service Line Lead
Liqiao (Vicky) Li, Senior Air Quality Consultant

Steer Group

Transportation Demand Management Specialists

Alexandra Doran, Senior Consultant

Julia Wean, Associate

Section 7.0 Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos-Containing Material
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
ATCM	Asbestos Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
Bay Area	San Francisco Bay Area
bgs	below ground surface
Btu	British Thermal Unit
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
Cal Water	California Water Service
CARB	California Air Resources Board
CBC	California Building Code
C/CAG	City/County Association of Governments
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CLUP	Comprehensive Land Use Plan

CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
CRHR	California Register of Historical Resources
CREC	Controlled Recognized Environmental Condition
CUPA	Certified Unified Program Agency
CWP	Clean Water Program
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	Diesel Particulate Matter
DPW	City of San Mateo Department of Public Works
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
EZRI	Earthquake Zones of Required Investigation
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gases
GHGRS	Greenhouse Gas Reduction Strategy
GWh	Gigawatt Hour
GWP	Global Warming Potential
Habitat Plan	Santa Clara Valley Habitat Plan
HREC	Historic Recognized Environmental Condition

HSP	Health and Safety Plan
HSWA	Hazardous and Solid Waste Amendments
LBP	Lead based paint
L_{eq}	Energy-Equivalent Sound/Noise Descriptor
L_{max}	Maximum A-weighted noise level during a measurement period
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Level
MEI	Maximally Exposed Individual
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
mpg	Miles per Gallon
MRP	Municipal Regional Stormwater NPDES Permit
MSL	Mean Sea Level
MTC	Metropolitan Transportation Commission
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOD	Notice of Determination
NOI	Notice of Intent
NO_x	Nitrogen Oxides
NRHP	National Register of Historic Places
O_3	Ozone

PCB	Polychlorinated Biphenyls
PCE	Tetrachloroethene
PCF	Perfluorocarbon
PDA	Priority Development Areas
PG&E	Pacific Gas and Electric Company
PM	Particulate Matter
PM_{10}	Particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	Particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity
R&D	Research and Development
RAP	Removal Action Plan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SFHA	Special Flood Hazard Area
SFPUC	San Francisco Public Utilities Commission
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMCFD	San Mateo Consolidated Fire Department
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SMGB	State Mining and Geology Board
SMFCSD	San Mateo-Foster City School District
SMP	Site Management Plan
SMPD	San Mateo Police Department
SMUHSD	San Mateo Union High School District (
SO_x	Sulfur Oxides

SPAR	Site Plan and Architectural Review
SR	State Route
SRA	State Responsibility Area
SWRCB	State Water Resources Control Board
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminants
TIA	Transportation Impact Assessment
TCE	Trichloroethene
TCR	Tribal Cultural Resource
Title 24	Title 24, Part 6 of the California Code of Regulations
TMDL	total maximum daily load
TPHd	Total Petroleum Hydrocarbons Diesel
TPHg	Total Petroleum Hydrocarbons Gasoline
TSCA	Toxic Substances Control Act
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMS	Vapor Mitigation System
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
Williamson Act	California Land Conservation Act
WUI	Wildland-Urban Interface
WWTP	Wastewater Treatment Plant
ZNE	Zero Net Carbon Emission