

922-980 S. Claremont Street Project

Initial Study Mitigated Negative Declaration



Lead Agency

City of San Mateo
Community Development Department
330 West 20th Avenue
San Mateo, California 94403

Technical Assistance

Stantec Consulting Services Inc.
2999 Oak Road, Suite 800
Walnut Creek, California 94597

June 12, 2026

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Acronyms and Abbreviations

µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ADT	average daily trips
AIA	Airport Influence Area
APN	Assessor's Parcel Number
Applicant	Staley Point Capital
ARG	Architectural Resources Group
BAAQMD	Bay Area Air Quality Management District
bgs	below ground surface
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Cal Water-MPS	California Water Service Mid-Peninsula District
CalRecycle	California Department of Resources Recycling and Recovery
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
City	City of San Mateo
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CRHR	California Register of Historical Resources
CY	cubic yards
dB	decibel
dBA	A-weighted sound level
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EMID	Estero Municipal Improvement District
ESL	environmental screening levels
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program



922-980 S. Claremont Street Project

Initial Study Mitigated Negative Declaration

Acronyms and Abbreviations

GHG	greenhouse gas
gpd	gallons per day
GWh	gigawatt-hours
HRA	health risk assessment
in/sec	inches per second
ISMND	Initial Study Mitigated Negative Declaration
L _{dn}	day/night sound level
L _{eq}	equivalent sound level
L _{max}	maximum instantaneous sound level
LED	light-emitting diode
LUST	leaking underground storage tank
MMcf	million cubic feet
mgd	million gallons per day
mg/m ³	milligrams per cubic meter
MLD	most likely descendant
MMT	million metric tons
MRP	Municipal Regional Permit
MRZ	Mineral Resource Zone
MTCO _{2e}	metric tons of carbon dioxide equivalent
MW	megawatt
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
PCE	Peninsula Clean Energy
PG&E	Pacific Gas and Electric
Pb	lead
PM	particulate matter
PM _{2.5}	particulate matter (2.5 microns and less in diameter)
PM ₁₀	particulate matter (10 microns and less in diameter)
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
proposed project	922-980 S. Claremont Street Project



922-980 S. Claremont Street Project

Initial Study Mitigated Negative Declaration

Acronyms and Abbreviations

RCNM	Roadway Construction Noise Model
ROG	reactive organic gas
RPS	Renewable Portfolio Standard
RWQCB	Regional Water Quality Control Board
RWS	Regional Water Supply
SB	Senate Bill
SFBAAB	San Francisco Bay Area Air Basin
SFPUC	San Francisco Public Utility Commission
SLF	Sacred Lands File
SMCEHS	San Mateo County Environmental Health Services
SMC Fire	San Mateo Consolidated Fire Department
SMFCSD	San Mateo-Foster City School District
SMP	Site Management Plan
SMPD	San Mateo Police Department
SMPL	San Mateo Public Library
SMUHSD	San Mateo Union High School District
SO ₂	sulfur dioxide
SRA	State Responsibility Area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
USGS	United States Geologic Survey
USFS	United States Forest Service
UST	underground storage tank
UWMP	Urban Water Management Plan
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles travelled
VOC	volatile organic compounds
WWTP	Wastewater Treatment Plant



INITIAL STUDY MITIGATED NEGATIVE DECLARATION

Project Title: 922-980 S. Claremont Street Project

Project Description: Staley Point Capital (Applicant) is proposing the 922-980 S. Claremont Street Project (proposed project) in the City of San Mateo (City). The project site is approximately 1.37 acres and developed with three single-story buildings totaling approximately 25,186 square feet. The existing buildings are either vacant or occupied by various automobile repair businesses. The Applicant is proposing to retain and rehabilitate the three existing buildings for operation of a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of approximately 51,873 square feet, including a basement level. The four storage buildings would total approximately 76,767 square feet and provide 118 wine storage units, 591 storage units, 717 storage lockers, and approximately 2,028 square feet of office space. The proposed project would also construct a surface parking lot with 20 spaces, on and offsite utility connections, landscaping, and frontage improvements.

Name of Lead Agency:

City of San Mateo
Community Development Department
330 West 20th Avenue
San Mateo, California 94403

Lead Agency Contact Information:

Steve Golden, Principal Planner
Phone: (650) 522-7215
Email: sgolden@cityofsanmateo.org

Determination: The City of San Mateo has determined that a) all potentially significant or significant impacts required to be identified in the Initial Study Mitigated Negative Declaration (ISMND) have been identified and analyzed; and b) with respect to each potentially significant impact on the environment either of the following apply: 1) changes or alterations have been required in or incorporated into the proposed project that avoid or mitigate the potentially significant impacts to a level of less than significant; or 2) those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

The ISMND and supporting documents are available at the City of San Mateo Community Development Department, located at 330 West 20th Avenue, San Mateo, CA 94403, and online at the following URL: <https://www.cityofsanmateo.org/4731/922-S-Claremont-Street-Self-Storage-SPAR>

By: _____

Date: _____

Steve Golden, Principal Planner



1.0 INTRODUCTION

Staley Point Capital (Applicant) is proposing the 922-980 S. Claremont Street Project (proposed project) in the City of San Mateo (City). The project site is approximately 1.37 acres and developed with three single-story buildings totaling approximately 25,186 square feet. The existing buildings are either vacant or occupied by various automobile repair businesses. The Applicant is proposing to retain and rehabilitate the three existing buildings for operation of a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of approximately 51,873 square feet, including a basement level. The four storage buildings would total approximately 76,767 square feet and provide 118 wine storage units, 591 storage units, 717 storage lockers, and approximately 2,028 square feet of office space. The proposed project would also construct a surface parking lot with 20 spaces, on and offsite utility connections, landscaping, and frontage improvements.

1.1 PROJECT TITLE

922-980 S. Claremont Street Project

1.2 LEAD AGENCY

City of San Mateo
Community Development Department
330 West 20th Avenue
San Mateo, California 94403

1.3 LEAD AGENCY CONTACT

Steve Golden, Principal Planner
Phone: (650) 522-7215
Email: sgolden@cityofsanmateo.org

1.4 PURPOSE

The purpose of the proposed project is to redevelop the 1.37-acre project site with a self-storage facility. This Initial Study/Mitigated Negative Declaration (ISMND) has been prepared to evaluate the proposed project for potential environmental effects in compliance with the California Environmental Quality Act (CEQA). The City is the Lead Agency under CEQA and has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment within its jurisdiction. This ISMND was prepared to determine whether the proposed project may have a significant effect on the environment and whether an environmental impact report (EIR) would be required, and to document the City's determination that no EIR is required because mitigation measures will be adopted as part of project approval to reduce all potentially significant effects to a point where clearly no significant effects would occur. This document has been prepared in accordance with CEQA, Public Resources Code (PRC) Section 21000 et seq., and the State CEQA Guidelines, California Code of Regulations (CCR), Title 14, Section 15000 et seq.



1.5 PROJECT LOCATION

The project site is located south of downtown San Mateo at 922-980 S. Claremont Street. The project site is within a portion of the City that is primarily developed with commercial, office, automobile repair businesses, and residential uses. Primary roadways within 0.5-mile of the project site include El Camino Real, US Highway 101, and State Route 92. Additionally, the project site is located just east of the Caltrain corridor (Figure 1-1).

1.6 EXISTING SETTING AND SURROUNDING LAND USES

The project site is approximately 1.37 acres and identified as Assessor's Parcel Number (APN) 033-311-120 (Figure 1-2). The site is fully developed with three single-story buildings totaling approximately 25,186 square feet. Each building is approximately 33 feet 11 inches tall and appears similar in design with gable-hipped roofs and corrugated metal walls. The three buildings were constructed by Pacific Gas and Electric (PG&E) in the early 1930s for operation of a service center. PG&E ceased operation of the service center in the mid-1970s. Since then, the buildings have been used for a variety of light industrial purposes, primarily related to the automobile service and repair industries. According to the Historic Resources Evaluation prepared by Architectural Resources Group on January 18, 2016, the three existing buildings are eligible for the California Register of Historical Resources (CRHR) at the local level for association with San Mateo's role as a regional center and with PG&E's early expansion in the San Francisco Bay Area. Currently, the existing buildings are either vacant or occupied by various automobile repair businesses. The onsite businesses generally operate Monday through Friday from 8:00 a.m. to 7:00 p.m., Saturday from 8:00 a.m. to 5:00 p.m., and Sunday from 9:00 a.m. to 2:00 p.m.

The project site is bounded by S. Claremont Street to the east, S. Railroad Avenue to the west, 10th Avenue to the south, and commercial and office uses to the north. Other land uses surrounding the project site include single-family residential uses and automobile-related uses to the east; commercial and automobile-related uses to the south; and Caltrain tracks to the west, beyond which consists of residential uses.

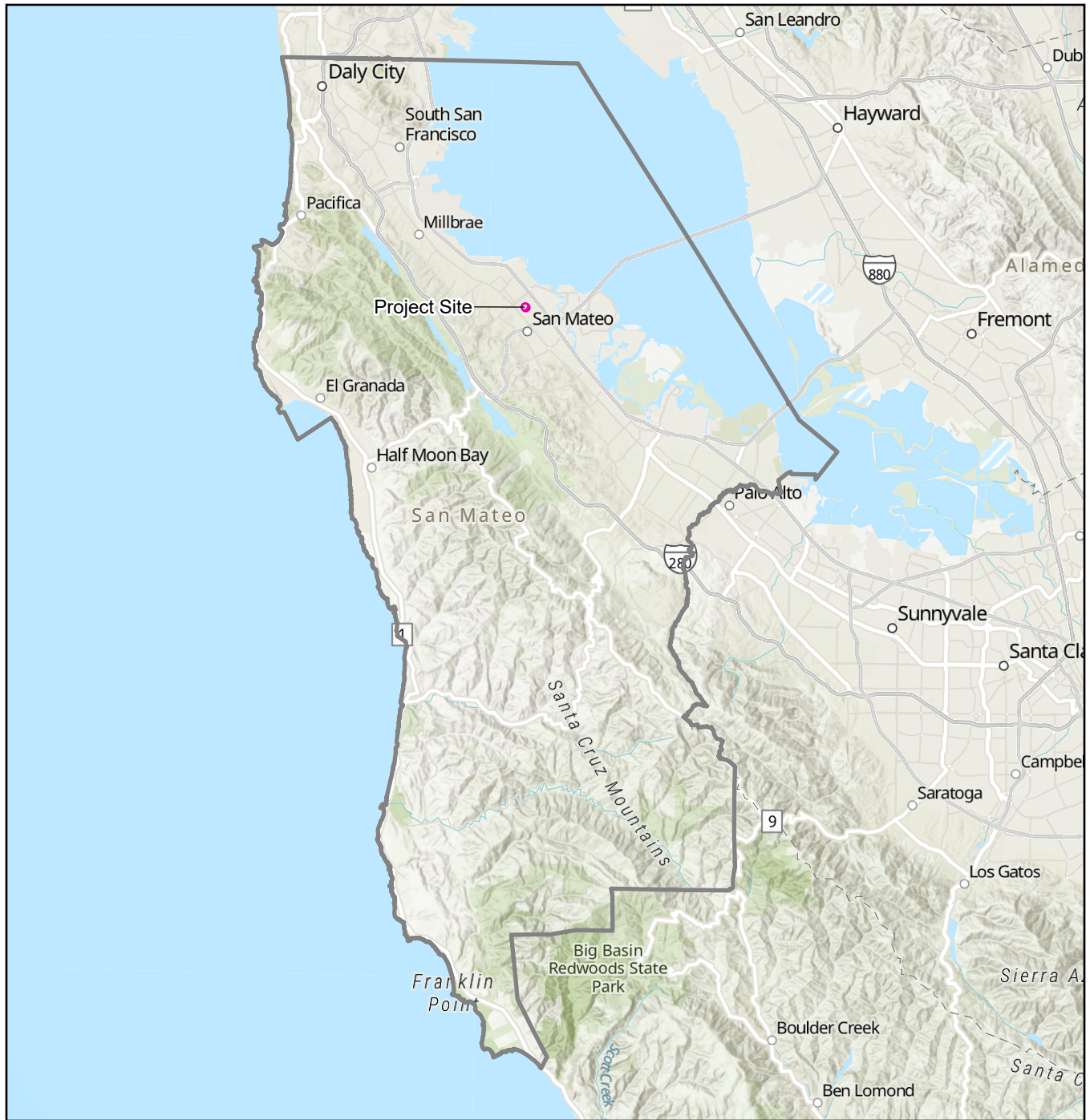
1.7 GENERAL PLAN AND ZONING DESIGNATIONS

1.7.1 General Plan Land Use Designation

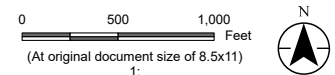
The project site is designated Service Commercial/Light Industrial by the City's General Plan. The Service Commercial/Light Industrial land use designation is intended for a wide range of service commercial and light industrial facilities. Examples of uses for this land use designation include facilities that provide city-wide and regional services, such as automobile repair services, building material yards, overnight boarding of animals, and industrial uses with light manufacturing, warehousing, and/or distribution facilities. These uses do not necessarily benefit from being in high-volume pedestrian areas, such as shopping centers or Downtown and can instead be found along North and South Amphlett Avenue, and portions of S. Claremont Street, Railroad Avenue, and Palm Avenue. New residential uses are not allowed. The proposed project involves the development of a self-storage facility and would be consistent with the Service Commercial/Light Industrial land use designation.



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- Legend**
- County Boundary
 - Project Site



Project Location
San Mateo, CA

Prepared by GP on 2025-11-10
IR by KJ on 2025-11-10

Client/Project
City of San Mateo
922-980 S. Claremont Street Project
Initial Study Mitigated Negative Declaration

Figure No.
1-1

Title
Regional Overview

Notes

1. Coordinate System: NAD 1983 State Plane California III FIPS 0403 Feet
2. Data Sources: San Mateo County GIS Enterprise Data
3. Background: Esri, NASA, NGA, USGS, Esri, CGIAR, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Disclaimer: This document has been prepared based on information provided by others as cited in the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.

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Notes
1. Coordinate System: NAD 1983 State Plane California III FIPS 0403 Feet
2. Data Sources: San Mateo County GIS Enterprise Data
3. Background: Microsoft, Vantor, Esri, CGIAR, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Legend
[Pink Outline] APN Boundary
[Pink Outline] Project Site

0 500 1,000 Feet
(At original document size of 8.5x11)
1:



Project Location
San Mateo, CA

Prepared by GP on 2025-11-10
IR by KJ on 2025-11-10

Client/Project
City of San Mateo
922-980 S. Claremont Street Project
Initial Study Mitigated Negative Declaration

Figure No.
1-2

Title
Project Site Location

Disclaimer: This document has been prepared based on information provided by others as cited in the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.

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1.7.2 Zoning

The project site is zoned Manufacturing (M1) by the San Mateo Zoning and Development Code. The Manufacturing zoning district is intended to create and maintain light manufacturing, warehousing, and distribution facilities where air emissions, noise generation, and hazardous materials handling are limited. The proposed project involves the development of a self-storage facility, which is a permitted use in the Manufacturing (M1) zoning district.

1.8 CEQA AND PUBLIC AGENCY REVIEW

CEQA requires that the Lead Agency disclose the significant impacts to the environment from proposed development applications. The intent of CEQA is to foster good planning and to consider environmental issues during the planning and development application review process. The City is the Lead Agency under CEQA for the preparation of this ISMND. Section 21067 of the CEQA Guidelines defines the Lead Agency as: “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” Approval of the proposed project is considered a public agency discretionary action, and therefore is subject to compliance with CEQA. The City has directed the preparation of this analysis to comply with CEQA.

Stantec Consulting Services Inc. (Stantec) has prepared this document at the direction of the City. The purpose of this document is to disclose the environmental consequences of implementing the proposed project to decision-makers and the public. The public, City residents, and other local and State resource agencies will be given the opportunity to review and comment on this document during a 30-day public-review period. Comments received during the review period will be considered by the City prior to adoption of this ISMND and any City action on the project application.

The public review period will commence on **June 12, 2026** and end on **July 13, 2026**, pursuant to CEQA Guidelines Section 15105. If you wish to send written comments (including via e-mail), they must be received by **5:00 p.m. on July 13, 2026**. Written comments should be addressed to the following:

Steve Golden, Principal Planner
City of San Mateo
Community Development Department
330 West 20th Avenue
San Mateo, California 94403
Email: sgolden@cityofsanmateo.org

The ISMND and supporting documents are available at the City of San Mateo, Community Development Department, located at 330 West 20th Avenue, San Mateo, California 94403, and online at the following URL: <https://www.cityofsanmateo.org/4731/922-S-Claremont-Street-Self-Storage-SPAR>



1.9 REQUIRED PERMITS AND APPROVALS

The City, as the Lead Agency, would use this ISMND to evaluate the potential environmental impacts of the proposed project. Anticipated approvals and actions may include but are not limited to the following:

- Adoption of ISMND: City of San Mateo
- Site Plan and Architectural Review: City of San Mateo

Other ministerial approvals, such as construction-related permits and City encroachment permits, may also be required. Additionally, the proposed project would be subject to the San Mateo Municipal Code including without limitation the zoning code, building code, and fire code.

1.10 SCOPE OF THIS INITIAL STUDY

As the Lead Agency under CEQA, the City is responsible for compliance with the environmental review process prescribed by the CEQA Guidelines. This ISMND focuses on the environmental issues identified in the CEQA checklist and by the CEQA Guidelines. This ISMND evaluates the potential effects on the environment and, where such effects may be significant, identifies mitigation measures to reduce the effects to a point where clearly no significant effect on the environment would occur.

1.11 DOCUMENT ORGANIZATION

This ISMND is organized as follows:

Section 1.0: Introduction. This section introduces the proposed project and describes the purpose and organization of this document.

Section 2.0: Project Description. This section provides an overview of the proposed project, project characteristics, and construction activities.

Section 3.0: Environmental Checklist and Environmental Evaluation. This section presents an analysis of the range of potential environmental issues identified in the CEQA Environmental Checklist and determines whether the proposed project would be anticipated to result in no impact, a less than significant impact, a less than significant impact with mitigation incorporated, or a potentially significant impact for each topic. If impacts are determined to be potentially significant after incorporation of applicable mitigation measures, an EIR would be required. For this proposed project, mitigation measures have been incorporated, where needed, that would reduce all potentially significant impacts to a less than significant level.

Section 4.0: References. This section lists the references used in preparing this ISMND.

Section 5.0: List of Preparers. This section identifies the report preparers.



2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The Applicant is proposing to develop the proposed project in the City of San Mateo. The project site is approximately 1.37 acres and developed with three single-story buildings totaling approximately 25,186 square feet. The existing buildings are either vacant or occupied by various automobile repair businesses. The Applicant is proposing to retain and rehabilitate the three existing buildings for operation of a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of approximately 51,873 square feet, including a basement level. The four storage buildings would total approximately 76,767 square feet and provide 118 wine storage units, 591 storage units, 717 storage lockers, and approximately 2,028 square feet of office space. The proposed project would also construct a surface parking lot with 20 spaces, on and offsite utility connections, landscaping, and frontage improvements. The proposed components are discussed in the following sections. The project site plan is shown in Figure 2-1.

2.2 PROJECT CHARACTERISTICS

2.2.1 Storage Buildings

The proposed project would retain and rehabilitate the three existing buildings for operation of a self-storage facility. The proposed project would retain the exterior facades and configurations of the three existing buildings, referred to as Building A, Building B, and Building C. Proposed improvements to the existing buildings would generally include demolishing non-historic interior walls; repairing and/or replacing damaged window frames, broken windowpanes, and corrugated metal walls; repainting exterior walls; and installing new corrugated metal roofs. The proposed project would retain the existing windows/window openings and doors/door openings.

In addition, the proposed project would construct a new two-story storage building, referred to as Building D. The new two-story storage building would incorporate corrugated metal roof cladding on visible roof surfaces, corrugated metal wall cladding at the second story, metal roll-up vehicular and freight entry doors, and multi-pane windows for compatibility with the existing buildings. The first story of the new storage building would be of concrete masonry unit block construction.

The components and improvements for each storage building are further described in the following sections. Additionally, Table 2.2-1 provides a summary of the proposed storage buildings, including the existing and proposed size of the buildings, the number and type of storage facilities, and the location of the office space. Renderings of the proposed buildings are shown in Figure 2-2.



Table 2.2-1: Proposed Storage Buildings

Building	Existing Area (sf)	Proposed Area (sf)	Office Space (sf)	Wine Storage Lockers	Storage Units	Storage Lockers
Building A	5,773	5,773	2,028	118	--	--
Building B	14,357	14,065	--	--	115	213
Building C	5,056	5,056	--	--	43	85
Building D	--	51,873	--	--	433	419
Total	25,186	76,767	2,028	118	591	717

Building A

Building A is approximately 5,773 square feet and currently occupied by an automobile repair business. The existing single-story building is located at the northern boundary of the project site, adjacent to office and commercial businesses on S. Claremont Street. The proposed project would demolish all interior non-bearing partition walls within the building, the non-historic loading dock and roof overhang attached to the building, and the non-historic wall and ramp located at the west end of the building.

The proposed project would reconfigure the interior of Building A to include approximately 2,028 square feet of office space and approximately 3,745 square feet of wine storage space. The office space would include a conference room, restrooms, manager's office, retail area, and a customer service area. The wine storage space would include 118 wine storage lockers. An outdoor ground mounted condenser unit and indoor ceiling mounted fan coil unit would be installed for the wine storage units to ensure a constant temperature between 55- and 60-degrees Fahrenheit is maintained.

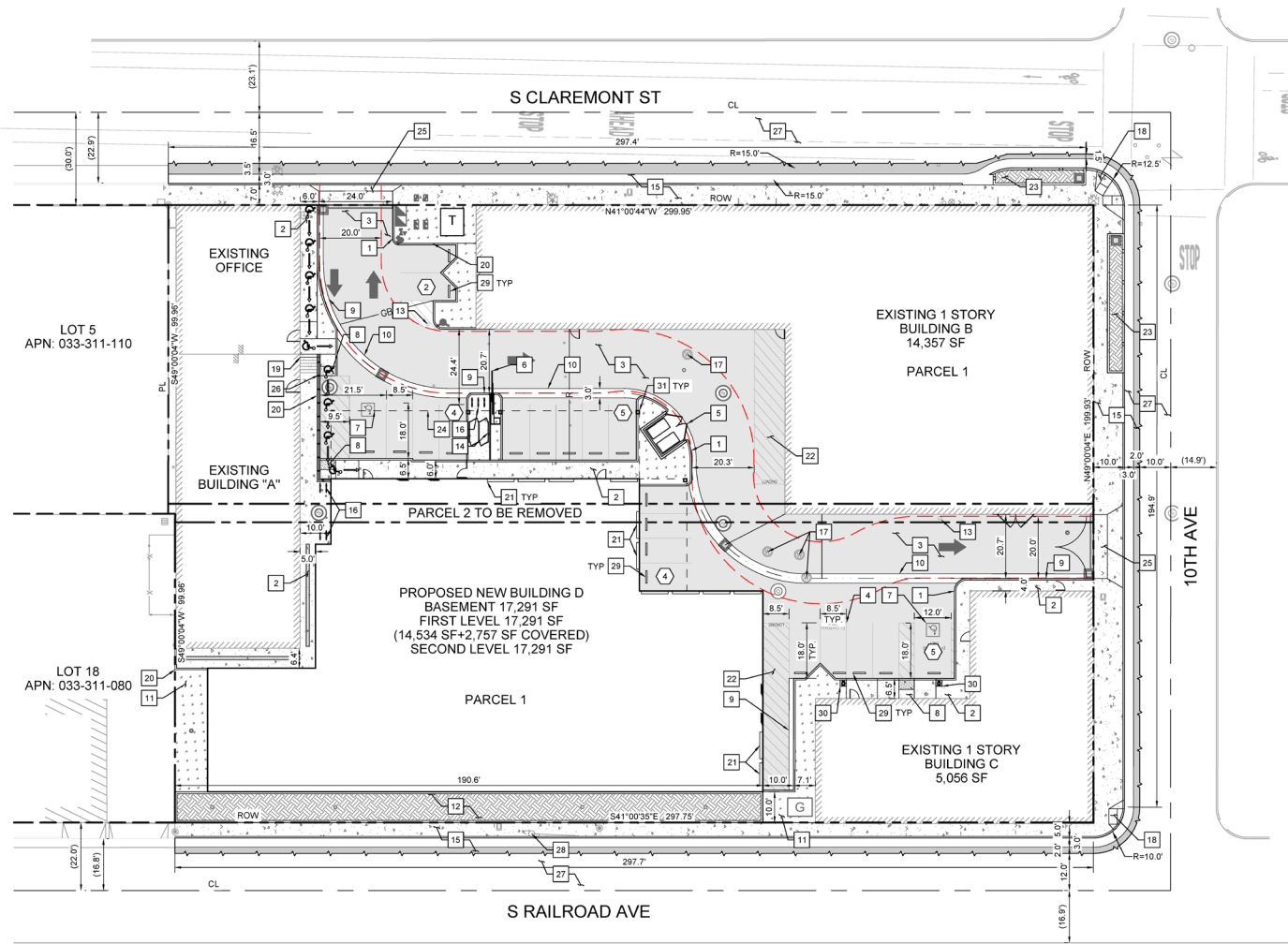
Building B

Building B is approximately 14,357 square feet and currently occupied by an automobile repair business. The existing single-story building is located along the eastern boundary of the site, adjacent to S. Claremont Street. The proposed project would demolish all interior non-bearing partition walls within the building, remove the existing cell tower adjacent to the building, and demolish the 292 square-foot cell tower room at the northern end of the building. With demolition of the cell tower room, Building B would be approximately 14,065 square feet. The proposed project would reconfigure the interior of Building B to provide 115 storage units and 213 storage lockers.

Building C

Building C is approximately 5,056 square feet and currently vacant. The existing single-story building is located at the southern boundary of the project site, near the corner of Railroad Avenue and 10th Avenue. The proposed project would demolish all interior non-bearing partition walls. The proposed project would reconfigure the interior of Building C to provide 43 storage units and 85 storage lockers.





Source: Kimley Horn, August 2025

Project Location
San Mateo, CA
Client/Project
City of San Mateo
922-980 S. Claremont Street
Initial Study Mitigated Negative Declaration

Figure No.

2-1

Title

Project Site Plan



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Source: Jordan Architects Inc., August 2025



Project Location
San Mateo, CA

Client/Project
City of San Mateo
922-980 S. Claremont Street
Initial Study Mitigated Negative Declaration

Figure No.

2-2

Title

Project Renderings

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Building D

Building D would be constructed along the western boundary of the site, between Building A and Building C. The proposed storage building would be approximately 51,873 square feet and include a basement level. Building D would provide a total of 433 storage units and 419 storage lockers across the three levels. The basement level would provide 148 storage units, Level 1 would provide 119 storage units and 158 storage lockers, and Level 2 would provide 166 storage units and 261 storage lockers. The proposed storage building would be 30 feet tall. The eastern and northern sides of the building would feature four metal roll-up doors for loading and unloading activities. The building would also include two elevators to provide access to each level.

2.2.2 Hours of Operation and Employees

It is anticipated operation of the proposed project would require two to three employees upon buildout. The facility would typically operate Monday through Saturday from 8:00 a.m. to 7:00 p.m., and Sunday from 10:00 a.m. to 3:00 p.m. An on-call manager would be onsite during business hours and available 24/7 when not onsite to respond to any security concerns.

2.2.3 Access, Circulation, and Parking

Primary access to the project site would be from the existing 24-foot-wide driveway on S. Claremont Street. Internal access would be provided by a two-lane drive aisle to access the surface parking lot. The two-lane drive aisle would be 20 feet 8 inches wide to allow emergency vehicles, moving trucks, and garbage trucks access to the site. Vehicles would be directed to exit the site from the existing 20-foot-wide driveway on 10th Avenue; however, the two-lane drive aisle would allow vehicles to also exit from the driveway on S. Claremont Street. Each driveway entrance would be gated and equipped with a keypad for security purposes.

The proposed project would provide 20 surface parking spaces for customers and employees. The parking spaces would include 11 standard parking spaces, 4 compact parking spaces, 1 accessible parking space, and 4 electric vehicle (EV) spaces. The project site would include two loading spaces. Additionally, the proposed project would provide 14 short-term bicycle parking spaces and 4 long-term bicycle parking spaces.

2.2.4 Offsite Improvements

The proposed project would include offsite improvements along the frontages of S. Claremont Street, 10th Avenue, and S. Railroad Avenue. These offsite frontage improvements would include reconstruction of the existing sidewalks, curbs, and gutters; repaving and restriping the segments of each roadway that front the project site; and undergrounding the power lines along S. Railroad Avenue that serves the project site. The power lines would be placed by joint trench within the right-of-way of S. Claremont Street. Additionally, the proposed project would construct offsite utility connections, including new storm drain inlets, storm drain piping, and sewer manholes. The offsite improvements would disturb approximately 0.90 acres.



2.2.5 Utilities

The proposed project would include utility connections in accordance with the requirements of the applicable utility providers for water, wastewater, stormwater drainage, and electricity. These utilities would connect to existing infrastructure in the vicinity of the site as shown in Figure 2-3.

Water Supply

The project site is currently served by a 2-inch water line in S. Claremont Street. The proposed project would construct a new 2-inch water line to serve the storage buildings, which would connect into the existing line within S. Claremont Street. The proposed project would also install new fire hydrants throughout the site and construct a separate 8-inch fire water line that would connect to the existing water line within S. Claremont Street. It is estimated the average day water demand for the proposed project would be approximately less than 500 gallons per day (gpd).

Wastewater

The project site is currently served by a 6-inch sewer lateral that connects to a sewer manhole located on 10th Avenue. The proposed project would remove the existing 6-inch sewer lateral and construct a new 8-inch sewer lateral to serve the storage buildings. As with existing conditions, the new 8-inch sewer lateral would connect to the existing sewer manhole located on 10th Avenue.

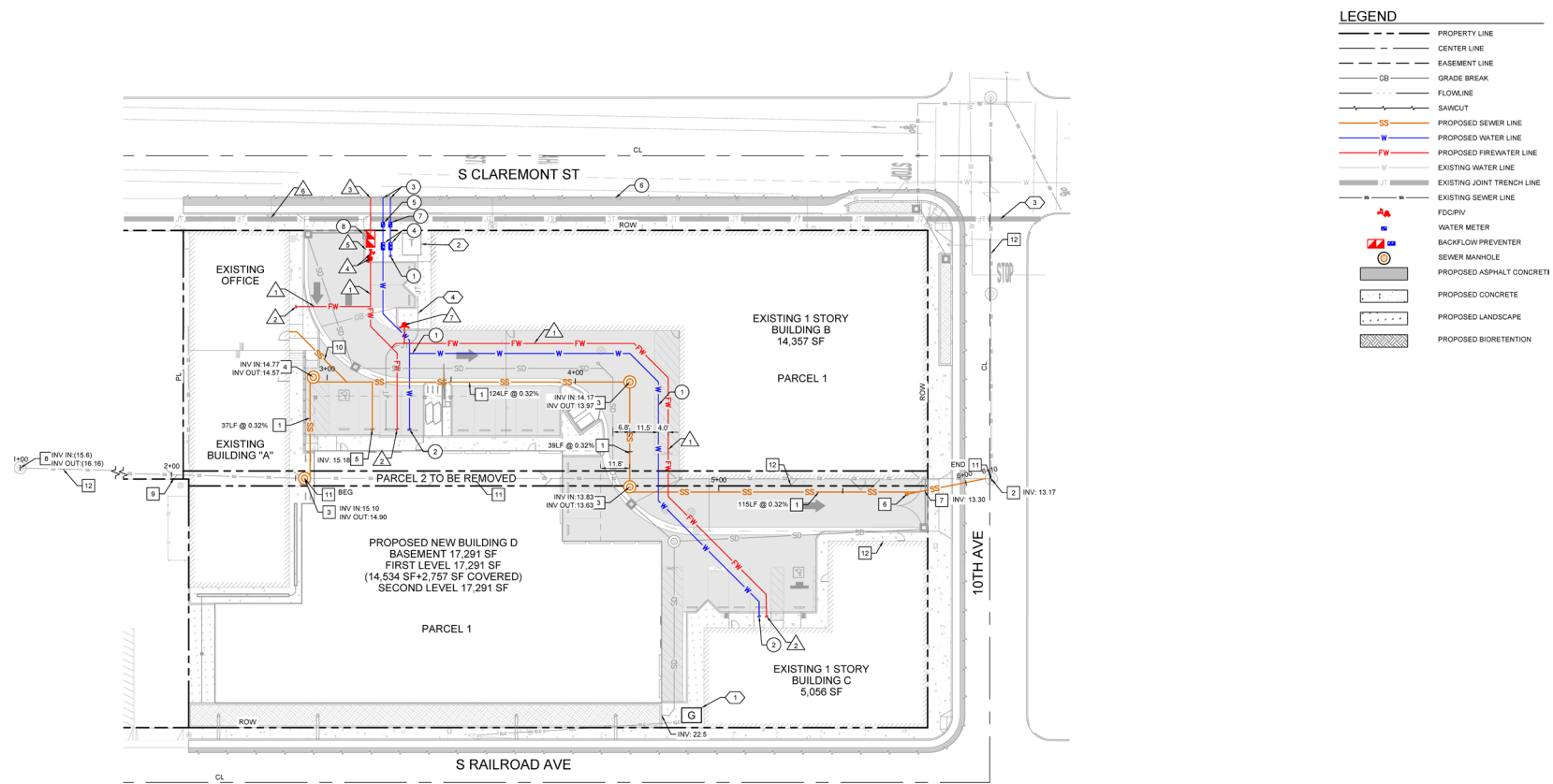
According to the Wastewater Generation Report prepared by Kimley-Horn on April 21, 2025, the project site currently generates approximately 6,920 gpd of wastewater (Appendix A). It is estimated the proposed project would generate approximately 1,719 gpd of wastewater, resulting in a net decrease of approximately 5,201 gpd.

Stormwater

The proposed project would be served by the City's storm drain system. The project site is fully developed and covered entirely by impervious surfaces. Redevelopment of the project site would result in approximately 56,306 square feet of impervious surface and approximately 3,440 square feet of pervious surface onsite. Additionally, the offsite improvements would create approximately 9,789 square feet of impervious surface and 299 square feet of pervious surface. This project is a C.3 Regulated Project per the Municipal Regional Stormwater Permit (MRP) Provision C.3.b and must implement treatment measures for the entire area and offsite improvements.

The onsite and offsite treatment measures consist of three bioretention areas that ultimately direct the treated stormwater runoff to the City's existing stormwater infrastructure located near the corner of S. Claremont Street and 10th Avenue. The onsite bioretention area would be constructed along the property line fronting S. Railroad Avenue. The proposed project would construct a new 12-inch storm drain line and storm drain inlets throughout the site. Additionally, the proposed project would install a stormwater pump between Building C and Building D. Stormwater runoff would be collected onsite through the storm drain inlets which would then convey runoff through the new 12-inch storm drain line and stormwater pump to the force main line towards the onsite bioretention areas for treatment.





Source: Kimley Horn, August 2025

Project Location
San Mateo, CA
Client/Project
City of San Mateo
922-980 S. Claremont Street
Initial Study Mitigated Negative Declaration

Figure No.

2-3

Title

Utility Plan



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922-980 S. Claremont Street Project
Initial Study Mitigated Negative Declaration
Project Description

Additionally, a trench drain located along Building A would collect runoff that would convey stormwater runoff through a new 4-inch storm drain line to the onsite bioretention area. After treatment in the bioretention area, the stormwater runoff would be conveyed and discharged to the flowline of the curb in the public right-of-way on S. Railroad Avenue via four sidewalk underdrains.

The offsite treatment measures consist of two separate bioretention areas located at the corner of S. Claremont Street and 10th Avenue. The proposed bioretention area located on S. Claremont Street requires extending the curb and is responsible for treating the frontage improvements along S. Claremont Street. This bioretention area would connect to the City's existing stormwater infrastructure by replacing an existing drain inlet. The proposed bioretention area located on 10th Avenue would treat the stormwater for the frontage improvements along S. Railroad Avenue and 10th Avenue. The new drain inlet and 12-inch storm drain line would be constructed to connect to the City's stormwater infrastructure.

Electricity

PG&E provides electricity and natural gas services to the project site. The proposed project would remove the onsite cell tower and underground the power lines along S. Railroad Avenue. The power lines would be placed by joint trench within the right-of-way of S. Claremont Street. The proposed project would install a 30-kilowatt, 60 Hertz Generac emergency backup generator near Building C for the proposed stormwater pump. A new transformer would also be installed onsite near Building B where the cell tower would be removed. The proposed project would be 100 percent electric, except for the emergency backup generator which would be diesel-powered. The proposed project would include energy conservation features to meet the State's Title 24 Energy Efficiency standards, such as installing light-emitting diode (LED) lighting and EV charging stations. Building D would also be solar-ready to allow for future installation of rooftop solar panels.

2.2.6 Landscaping

The proposed project would provide approximately 4,024 square feet of landscaping (see Figure 2-4). Landscape plantings would be provided throughout the site and along the project frontages. Additionally, the proposed project would plant 15 new trees along 10th Avenue and S. Railroad Avenue. All landscaping would comply with Section 27.71, Landscaping, of the San Mateo Zoning and Development Code and with the San Mateo Bay-Friendly Water Efficient Landscape Ordinance.

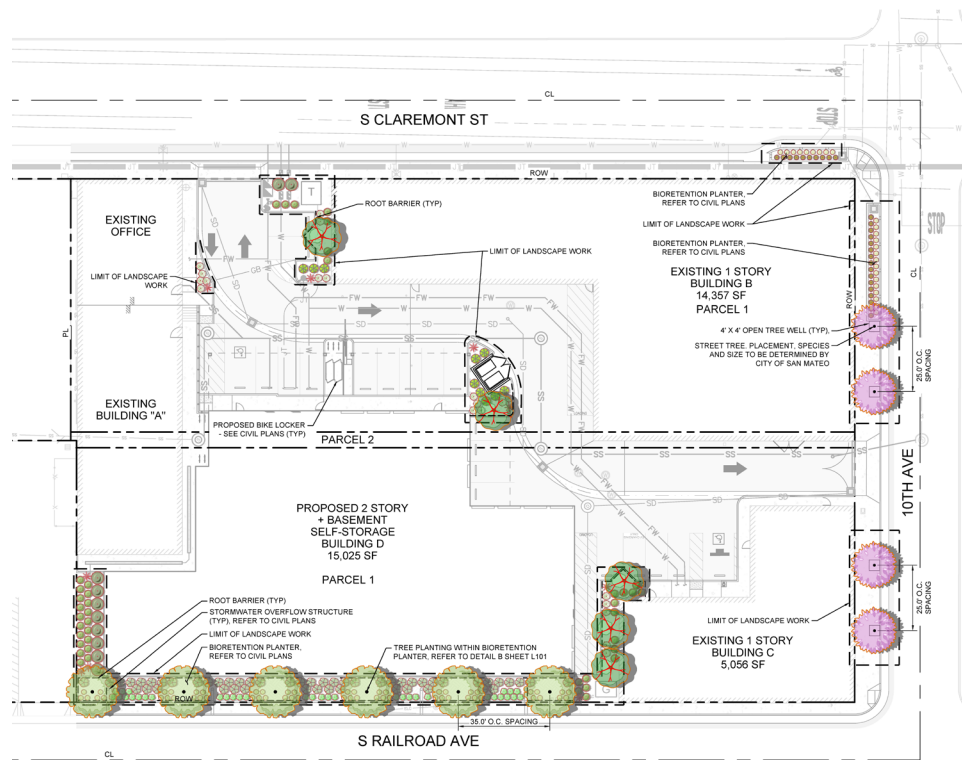
2.2.7 Lighting

Lighting would be provided throughout the site to illuminate the building's entrances, walkways, and landscaping features. The lighting would include a variety of fixtures, including new streetlight fixtures installed on S. Claremont Street and S. Railroad Avenue. All lighting would be shielded and directed downward to minimize spill or glare onto an adjacent building or property.



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PRELIMINARY LANDSCAPE SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT	HEIGHT/SPREAD	CAL	WUCOLS
TREES						
	4	LAGERSTROEMIA INDICA / MUSKOGEE STANDARD / MUSKOGEE STANDARD CRAPE MYRTLE (FOR INFORMATION ONLY, THE CITY OF SAN MATEO WILL PROVIDE RECOMMENDATIONS ON THE PLACEMENT, SPECIES, AND SIZE OF THE TREE)	24" BOX	8'-10' HT. X 3'-4" SPR.	1" CAL.	LOW
	4	LAURUS X SARATOGA / SARATOGA HYBRID LAUREL	24" BOX	7'-8' HT. X 2'-3" SPR.	1" CAL.	LOW
	5	MAGNOLIA GRANDIFLORA / LITTLE GEM / LITTLE GEM DWARF SOUTHERN MAGNOLIA	24" BOX	6'-8' HT. X 3'-4" SPR.	1" CAL.	MODERATE
SHRUBS						
	34	CAREX DIVULSA / EUROPEAN GREY SEDGE	1 GAL	30" O.C.		LOW
	78	CAREX PANSA / MEADOW SEDGE	1 GAL	30" O.C.		LOW
	51	CHONDROPETALUM TECTORUM / SMALL CAPE RUSH	5 GAL	48" O.C.		LOW
	41	FESTUCA CALIFORNICA / CALIFORNIA FESCUE	1 GAL	42" O.C.		LOW
	20	IRIS DOUGLASSIANA PCH / CANYON SNOW / CANYON SNOW IRIS	1 GAL	36" O.C.		LOW
	26	JUNCUS PATENS / CALIFORNIA GRAY RUSH	5 GAL	30" O.C.		LOW
	10	LOMANDRA LONGIFOLIA 'BREEZE' / BREEZE™ MAT RUSH	5 GAL	48" O.C.		LOW
	9	PHORMIUM TENAX 'RAINBOW WARRIOR' / NEW ZEALAND FLAX	5 GAL	AS SHOWN		LOW
	10	RHAMNUS CALIFORNICA 'EVE CASE' / EVE CASE COFFEEBERRY	5 GAL	60" O.C.		LOW

MATERIAL

353 L.F. ROOT BARRIER
INSTALLED FOR TREES WITHIN 5' OF HARDSCAPE AND UTILITIES

Source: Kimley Horn, August 2025

Project Location
San Mateo, CA

Client/Project
City of San Mateo
922-980 S. Claremont Street
Initial Study Mitigated Negative Declaration

Figure No.

2-4

Title

Landscape Plan



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2.3 PROJECT CONSTRUCTION

2.3.1 Construction Schedule

Project construction is anticipated to take approximately 1.5 years to complete, assuming a starting date of April 2026 and ending in December 2027 but would be shifted based on the actual start of construction. The construction activities would include demolition, grading, site construction, paving, and architectural coating and painting. The offsite frontage improvements would be constructed concurrently with the building construction activities.

It is anticipated up to 15 construction workers would be at the project site during peak construction activities, and that the construction workforce would be available from nearby areas. The proposed project would comply with the San Mateo Municipal Code, which requires construction activities to occur on weekdays between 7:00 a.m. and 7:00 p.m., on Saturdays between 9:00 a.m. and 5:00 p.m., and on Sundays and holidays between 12:00 p.m. and 4:00 p.m.

2.3.2 Construction Access, Equipment, and Staging Areas

Construction workers would access the project site from S. Claremont Street, S. Railroad Avenue, and 10th Avenue. Project construction equipment would consist of, but not be limited to, excavators, wheel loaders, backhoes, rollers/compactors, boom lifts, reach lifts, skip loaders, and asphalt place machines. All construction equipment and materials would be stored onsite.

The project construction activities would generally occur within the project site; however, work would extend into S. Claremont Street, S. Railroad Avenue, and 10th Avenue for utility connections and construction of the offsite frontage improvements. Full roadway closures are not anticipated to be required to accommodate project construction. Traffic control measures would be implemented if necessary for offsite work. Any lane closures would require an encroachment permit from the City.

2.3.3 Construction Activities

Prior to construction, the automobile repair businesses would cease operations and be responsible for removing any associated equipment and vehicles from the project site. Project construction activities would require demolition, grading, paving, building construction, installation of utilities, frontage improvements, landscaping, and painting activities. The proposed project would disturb the entire 1.37-acre site. Additionally, construction of the offsite frontage improvements (e.g., curbs, gutters, sidewalks, and utilities) would disturb approximately 0.90 acres.

It is estimated demolition activities would remove up to 40 cubic yards (CY) of materials from the site. The total amount of earth movement for the proposed project would require approximately 10,000 CY of cut and approximately 100 CY of fill for a net export of 9,900 CY. The maximum depth of excavation is anticipated to be up to approximately 18 feet below ground surface (bgs) for construction of the basement level within Building D.



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3.0 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

The environmental factors checked below would be potentially affected by this project, involving at least one impact that requires mitigation to reduce the impact from "Potentially Significant" to "Less Than Significant" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| ☐ Aesthetics | ☐ Greenhouse Gases | ☐ Public Services |
| ☐ Agriculture and Forestry Resources | ☒ Hazards and Hazardous Materials | ☐ Recreation |
| ☒ Air Quality | ☒ Hydrology and Water Quality | ☐ Transportation |
| ☐ Biological Resources | ☐ Land Use and Planning | ☒ Tribal Cultural Resources |
| ☒ Cultural Resources | ☐ Mineral Resources | ☐ Utilities and Service Systems |
| ☐ Energy | ☒ Noise | ☐ Wildfire |
| ☒ Geology and Soils | ☐ Population and Housing | ☒ Mandatory Findings of Significance |

Evaluation of Environmental Impacts

Section 3.0, Environmental Checklist and Environmental Evaluation, presents the environmental checklist form found in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures, if needed.

For the checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant and for which mitigation to reduce the impact to a less than significant level has not been identified. If any potentially significant impacts are identified, an EIR must be prepared. An ISMND cannot be used if there are potentially significant impacts that cannot be mitigated.

Less Than Significant with Mitigation Incorporated: This designation applies when revisions in the project plans or proposals have been made or agreed to by the Applicant that would avoid or mitigate a potentially significant effect to a less than significant level.

Less Than Significant Impact: Any impact that would not be considered significant under CEQA, relative to existing standards.

No Impact: The proposed project would not have any impact.



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3.1 AESTHETICS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) 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?	☐	☐	☒	☐

3.1.1 Environmental Setting

Visual Character of the Project Site

The project site is located south of downtown San Mateo within an area that is primarily developed with commercial, office, automobile repair businesses, and residential uses. The project site is approximately 1.37 acres and developed with three single-story buildings totaling approximately 25,186 square feet. Each building is approximately 33 feet 11 inches tall and appears similar in design with gable-hipped roofs and corrugated metal walls. The three buildings were constructed by PG&E in the early 1930s for operation of a service center. PG&E ceased operation of the service center in the mid-1970s. Since then, the buildings have been used for a variety of light industrial purposes, primarily related to the automobile service and repair industries.

The project site is bounded by S. Claremont Street to the east, S. Railroad Avenue to the west, 10th Avenue to the south, and commercial and office uses to the north. Other land uses surrounding the project site include single-family residential uses and automobile-related uses to the east; commercial and automobile-related uses to the south; and Caltrain tracks to the west, beyond which consists of residential uses.

The project site is fully developed and within an urbanized area that contains nighttime lighting and sources of glare. Existing sources of lighting consist of street lighting, parking lot lighting, exterior building lighting, and lighting from vehicles traveling along the adjacent streets. Glare is generated in the area from windows on the adjacent buildings, parked vehicles, and vehicles passing on the surrounding streets.



Scenic Resources and Corridors

According to the City's General Plan EIR, key elements that contribute to the visual character of the City include ridgelines, hillsides, and the waters of the San Francisco Bay. Sugarloaf Mountain is considered a key scenic resource, both for views of its hillsides from San Mateo, and for views over San Mateo, Foster City, and the Bay from its peak. There are no officially designated State scenic highways within the City. The nearest officially designated State scenic highway is Interstate 280, approximately 3 miles west of the project site (City of San Mateo 2023).

3.1.2 Methodology

Analysis of the project's visual impacts is based on an evaluation of the changes to the existing visual resources that would result from implementation of the proposed project. In determining the extent and implications of the visual changes, consideration was given to the existing visual quality of the affected environment; specific changes to the visual character and quality of the affected environment resulting from implementation of the proposed project; the extent to which the affected environment contains places or features that provide unique visual experiences or that have been designated in plans and policies for protection or special consideration; and the sensitivity of viewers, their activities, and the extent to which these activities are related to the aesthetic qualities that would be affected by implementation of the proposed project. The existing setting was based on review of documents pertaining to the project site, including the General Plan and San Mateo Municipal Code.

3.1.3 Environmental Impact Analysis

This section discusses the potential impacts on aesthetics associated with the proposed project and provides mitigation measures where necessary.

Impact AES-1 Have a substantial adverse effect on a scenic vista?

Impact Analysis

There are no designated scenic vistas in the project vicinity; however, the City's General Plan considers views of the ridgelines, hillsides, and the waters of the San Francisco Bay to be important scenic resources. The project site is fully developed and within a portion of the City that is built out with commercial, office, automobile repair businesses, and residential uses. The three buildings on the project site are 33 feet 11 inches tall. Developments surrounding the project site range from two to three stories tall, appearing similar to the height of the onsite buildings. Due to the developed nature of the surrounding area, no scenic resources or scenic vistas are visible from the project site.

The proposed project would retain and rehabilitate the three existing buildings for operation of a self-storage facility. In addition, the proposed project would construct a new two-story storage building. The proposed project would retain the exterior facades and configurations of the three existing buildings. Proposed improvements to the existing buildings would generally include interior improvements, repainting exterior walls, repairing and replacing damaged windowpanes and frames, and installing new corrugated metal roofs. The new two-story storage building would incorporate corrugated metal roof cladding on visible roof surfaces, corrugated metal wall cladding at the second story, metal roll-up vehicular and freight entry doors, and multi-pane windows for compatibility with the existing buildings. The



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proposed project would not increase the overall footprint or height of the three existing buildings. Furthermore, the new two-story storage building would be 30 feet tall, which would be similar to the height of the existing and surrounding buildings and consistent with the maximum height requirement of 55 feet for the project site. As the height and scale of the existing and proposed buildings would appear consistent with existing conditions, the proposed project would not have a substantial adverse effect on a scenic vista and there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AES-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Impact Analysis

There are no officially designated State scenic highways in San Mateo. The nearest officially designated State scenic highway is Interstate 280, approximately 3 miles west of the project site (City of San Mateo 2023). Based on this distance and the surrounding urban development, the project site is not visible from Interstate 280. As such, the proposed project would have no impact on scenic resources within an officially designated State scenic highway.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AES-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact Analysis

As discussed, the project site is in an urbanized area that is built out with commercial, office, automobile repair businesses, and residential uses. The project site is designated Service Commercial/Light Industrial by the City's General Plan and zoned Manufacturing (M1). The proposed project would retain and rehabilitate the three existing buildings for operation of a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of approximately 51,873 square feet



including a basement level. The proposed project would provide a service commercial use consistent with the intent of the Service Commercial/Light Industrial land use designation. Additionally, self-storage facilities are permitted within the Manufacturing (M1) zoning district.

The four storage buildings would total approximately 76,767 square feet and provide 118 wine storage units, 591 storage units, 717 storage lockers, and approximately 2,028 square feet of office space. The three existing buildings are approximately 33 feet 11 inches tall and appear similar in design with gable-hipped roofs and corrugated metal walls. The proposed project would retain the exterior facades and configurations of the three existing buildings. Proposed improvements to the existing buildings would generally include demolishing non-historic interior walls; repairing and/or replacing damaged window frames, broken windowpanes, and corrugated metal walls; repainting exterior walls; and installing new corrugated metal roofs. The proposed project would retain the existing windows/window openings and doors/door openings.

The new two-story storage building would be approximately 30 feet tall. The new two-story storage building would incorporate corrugated metal roof cladding on visible roof surfaces, corrugated metal wall cladding at the second story, metal roll-up vehicular and freight entry doors, and multi-pane windows for compatibility with the existing buildings. The three existing buildings and the new two-story building would be consistent with the maximum height requirements for the site, as identified in the Service Commercial General Plan land use designation, which allows buildings up to three stories in height. Additionally, the proposed project would be subject to Site Plan and Architectural Review in accordance with Section 27.04.130 of the San Mateo Municipal Code. The City's Site Plan and Architectural Review process would ensure the project design is compatible with the existing buildings and the surrounding land uses. As such, the proposed project would not conflict with the applicable General Plan land use designation, zoning or other regulations governing scenic quality, and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis

The project site is fully developed and within an urbanized area that contains nighttime lighting and sources of glare. Existing sources of lighting consist of street lighting, parking lot lighting, exterior building lighting, and lighting from vehicles traveling along the adjacent streets. Glare is generated in the area from windows on the adjacent buildings, parked vehicles, and vehicles passing on the surrounding streets.

The proposed project would retain and rehabilitate the three existing buildings for operation of a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of



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approximately 51,873 square feet. Lighting would be provided throughout the site to illuminate the building's entrances, walkways, and landscaping features. The lighting would include a variety of fixtures, including new streetlight fixtures installed on S. Claremont Street and S. Railroad Avenue. All lighting would be shielded and directed downward to minimize spill or glare onto an adjacent building or property. Additionally, the proposed project would comply with San Mateo Municipal Code Section 23.54.060, Exterior Security Lighting, which requires lighting plans to be reviewed by the San Mateo Police Department (SMPD) and the City's Building Official to ensure lighting systems are shielded and limit light spill onto adjacent properties. As the proposed project would retain and rehabilitate the existing structures using similar building materials as existing conditions, the proposed project would not increase the level of glare at the project site. Furthermore, the project design would be subject to Site Plan and Architectural Review in accordance with Section 27.04.130 of the San Mateo Municipal Code to ensure the proposed project would not create substantial glare at the project site. Therefore, the proposed project would not create a new source of substantial light or glare, and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



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3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less than Significant Impact	No Impact
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, forestland (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 the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

The California Department of Conservation (DOC) administers the Farmland Mapping and Monitoring Program (FMMP), California's statewide agricultural land inventory. As discussed in the City's General Plan EIR, the FMMP categorizes most land in the City as Urban and Built-Up Land and does not identify any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City. Additionally, the General Plan EIR identifies that there are no lands under a Williamson Act contract within the City (City of San Mateo 2023).

3.2.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, General Plan EIR, and the DOC's Important Farmland Map.

3.2.3 Environmental Impact Analysis

This section discusses potential impacts on agriculture and forestry resources associated with the proposed project and provides mitigation measures where necessary.



Impact AG-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Impact Analysis

According to the DOC Important Farmland Finder Map, the project site and surrounding area are classified as Urban and Built-Up Land (DOC 2025). Due to the urbanized nature of the project site and the surrounding area, there are no lands that contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, the proposed project would not convert any farmland to a non-agricultural use, and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-2 Conflict with existing zoning for agricultural use or a Williamson Act contract?

Impact Analysis

The project site is developed with various automobile repair businesses and does not contain any land zoned for agriculture or lands subject to a Williamson Act contract. The project site is zoned Manufacturing (M1), which is intended to create and maintain light manufacturing, warehousing, and distribution facilities where air emissions, noise generation, and hazardous materials handling are limited. The Manufacturing (M1) zoning district does not allow for agricultural uses. Additionally, as identified in the City's General Plan EIR, there are no lands within the City that are under a Williamson Act contract (City of San Mateo 2023). Therefore, the proposed project would not conflict with the site's existing zoning for agricultural use or with a Williamson Act contract and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



Impact AG-3 Conflict with existing zoning for, or cause rezoning of, forestland (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])?

Impact Analysis

The project site is developed with various automobile repair businesses and classified as Urban and Built-Up Land by the DOC Important Farmland Finder Map (DOC 2025). The site does not contain any forestry resources, timberland production zones, or active timberland uses, and does not meet the definition of “forest land” as defined by PRC Section 12220(g). Furthermore, the Manufacturing (M1) zoning district does not allow for forestry or timberland uses and the San Mateo Zoning and Development Code does not include zoning designations for forestland or timberland. Therefore, the proposed project would have no impact on forestland, timberland, or timberland zoned Timberland Production.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-4 Result in the loss of forestland or conversion of forestland to non-forest use?

Impact Analysis

The project site is developed with various automobile repair businesses and does not contain any forestland resources. Therefore, the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



Impact AG-5 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

Impact Analysis

The project site is located in a highly urbanized area and developed with various automobile repair businesses. The project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or lands subject to a Williamson Act contract. Furthermore, the project site is not zoned for forestland or timberland production and would not be rezoned for agricultural use. The project site would be redeveloped as a self-storage facility, and therefore would not involve changes in the existing environment that could result in the conversion of farmland to non-agricultural uses or conversion of forest land to non-forest uses. No impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



3.3 AIR QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

3.3.1 Environmental Setting

The project site lies within the San Francisco Bay Area Air Basin (SFBAAB) which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). The SFBAAB encompasses all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, the southern portion of Sonoma, and the southwestern portion of Solano County. Air quality in this area is determined by natural factors including topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

Criteria Air Pollutants

Criteria air pollutants includes ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (measured both in units of smaller than 2.5 microns in diameter [PM_{2.5}] and in units of particulate matter smaller than 10 microns in diameter [PM₁₀]), and lead (Pb).

Ozone. Most ground-level ozone is formed as a result of complex photochemical reactions in the atmosphere between reactive organic gases (ROG), nitrogen oxides (NO_x), and oxygen. ROG and NO_x are considered precursors to the formation of ozone, a highly reactive gas that can damage lung tissue and affect respiratory function. While ozone in the lower atmosphere is considered a damaging air pollutant, ozone in the upper atmosphere is beneficial, as it protects the Earth from harmful ultraviolet radiation. However, atmospheric processes preclude ground-level ozone from reaching the upper atmosphere (USEPA 2025b). Children and adolescents are at greater risk because they are more likely than adults to spend time engaged in vigorous activities (USEPA 2025c).

Carbon Monoxide. CO is a colorless, odorless, poisonous gas produced by the incomplete combustion of fossil fuels. Elevated levels of CO can result in harmful health effects, especially for the young and elderly, and can also contribute to global climate change (USEPA 2025d).



Nitrogen Dioxide. NO₂ is a brownish, highly reactive gas primarily produced as a result of the burning of fossil fuels. NO₂ can also lead to the formation of ozone in the lower atmosphere. NO₂ can cause respiratory ailments, especially in the young and elderly, and can lead to degradations in the health of aquatic and terrestrial ecosystems (USEPA 2025e).

Sulfur Dioxide. SO₂ is primarily emitted from the combustion of coal and oil by steel mills, pulp and paper mills, and non-ferrous smelters. High concentrations of SO₂ can aggravate existing respiratory and cardiovascular diseases in asthmatics and others who suffer from emphysema or bronchitis. SO₂ also contributes to acid rain, which in turn, can lead to the acidification of lakes and streams (USEPA 2025f, CARB 2025a).

Particulate Matter. Airborne PM is not a single pollutant, but rather is a mixture of many chemical species. PM is a complex mixture of solids and aerosols composed of small droplets of liquid, dry solid fragments, and solid cores with liquid coatings. Particles vary widely in size, shape, and chemical composition, and may contain inorganic ions, metallic compounds, elemental carbon, organic compounds, and compounds from the earth's crust. Particles are defined by their diameter for air quality regulatory purposes. Those with a diameter of 10 microns or less (PM₁₀) are inhalable into the lungs and can induce adverse health effects. Fine particulate matter is defined as particles that are 2.5 microns or less in diameter (PM_{2.5}). Therefore, PM_{2.5} comprises a portion of PM₁₀. Emissions from combustion of gasoline, oil, diesel fuel or wood produce much of the PM_{2.5} pollution found in outdoor air, as well as significant proportion of PM₁₀. PM₁₀ also includes dust from construction sites, landfills and agriculture, wildfires and brush/waste burning, industrial sources, wind-blown dust from open lands, pollen, and fragments of bacteria.

PM may be either directly emitted from sources (primarily particles) or formed in the atmosphere through chemical reactions of gases (secondary particles) such as SO₂, NO_x, and certain organic compounds (USEPA 2025h).

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air but, due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards. TACs, therefore, are not considered "criteria pollutants" under either the Federal Clean Air Act or the California Clean Air Act and are not subject to National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS). Instead, United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) regulate hazardous air pollutants and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. At the national level, USEPA has established national emission standards for hazardous air pollutants in accordance with the requirements of the Federal Clean Air Act and subsequent amendments. These are technology-based, source-specific regulations that limit allowable emissions of hazardous air pollutants.



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Within California, TACs are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. The following provides a summary of the primary TACs of concern within the State of California and related health effects.

Diesel Particulate Matter

Diesel particulate matter (DPM) was identified as a TAC by CARB in August 1998. DPM is emitted from both mobile and stationary sources. In California, on-road diesel-fueled vehicles contribute approximately 42 percent of the statewide total, with an additional 55 percent attributed to other mobile sources such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources, contributing about three percent of emissions, include shipyards, warehouses, heavy equipment repair yards, and oil and gas production operations. Emissions from these sources are from diesel-fueled internal combustion engines. Stationary sources that report DPM emissions also include heavy construction, manufacturers of asphalt paving materials and blocks, and diesel-fueled electrical generation facilities (CARB 2025b).

Individuals most vulnerable to non-cancer health effects of DPM are children whose lungs are still developing and the elderly who often have chronic health problems. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to DPM (CARB 2025b). In addition to its health effects, DPM significantly contributes to haze and reduced visibility.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals with useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. Exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings constructed prior to 1977 when it was banned for use in buildings. Exposure to naturally occurring asbestos can occur during soil disturbing activities in areas with deposits present (USEPA 2025i).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiovascular diseases. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. Nearby sensitive receptors to the project site include residential units to the north and east of the project site, along Delaware Street approximately 170 feet from the proposed project, and to the west and south, along S. B Street approximately 140 feet from the proposed project. The closest residential units are single-family homes approximately 140 feet from the project site's western boundary. Additionally, Sunnybrae Elementary School is located approximately 490 feet from the project site's eastern boundary.



Air Quality Standards

The USEPA and CARB designate air basins where ambient air quality standards are exceeded as “non-attainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National non-attainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Attainment status is based on the NAAQS and the CAAQS. Each standard has a different definition of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard of 9.0 parts per million (ppm) is not to be exceeded more than once per year; therefore, an area can be in attainment of the federal 8-hour CO standard with up to one exceedance per year. In contrast, the federal annual standard for PM_{2.5} is met if the three-year annual average of PM_{2.5} concentration is less than or equal to the standard of 12 micrograms per cubic meter (µg/m³).

The FCAA identifies two types of NAAQS. Primary standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings (USEPA 2025a). The CAAQS, which in many cases are more stringent than the NAAQS, include pollutants for which national standards do not exist. Table 3.3-1 presents the applicable CAAQS and NAAQS.

Table 3.3-1: California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹	National Standards ²	
			Primary	Secondary
Ozone (O ₃)	8-hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)	Same as Primary Standards
	1-hour	0.09 ppm (180 µg/m ³)	--	
Carbon monoxide (CO)	8-hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	--
	1-hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	
Nitrogen dioxide (NO ₂)	Annual arithmetic mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as Primary Standard
	1-hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)	
Sulfur dioxide (SO ₂)	24-hour	0.04 ppm (105 µg/m ³)		--
	3-hour	--	--	0.5 ppm (1300 µg/m ³)
	1-hour	0.25 ppm (655 µg/m ³)	75 ppb	--
Respirable Particulate Matter Smaller than 10 Microns in Diameter (PM ₁₀)	Annual arithmetic mean	20 µg/m ³	--	Same as Primary Standards
	24-hour	50 µg/m ³	150 µg/m ³	
Respirable Particulate Matter Smaller than 2.5 Microns in Diameter (PM _{2.5})	Annual arithmetic mean	12 µg/m ³	9.0 µg/m ³	15 µg/m ³
	24-hour	No separate standard	35 µg/m ³	Same as Primary Standards
Sulfates	24-hour	25 µg/m ³	--	--
Lead (Pb)	30-day average	1.5 µg/m ³	--	--



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Pollutant	Averaging Time	California Standards ¹	National Standards ²	
			Primary	Secondary
	Rolling 3-month average	--	0.15 µg/m ³	Same as Primary Standard
Hydrogen sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	--	--
Vinyl chloride (chloroethene)	24-hour	0.01 ppm (26 µg/m ³)	--	--
Visibility reducing particles	8-hour	In 1989, the Air Resources Board converted the general statewide 10-mile visibility standard to instrumental equivalents, which are extinction of 0.23 per kilometer.	--	--

Notes:

1. CO, SO₂ (1- and 24-hour), NO₂, O₃, PM₁₀, and visibility reducing particles standards are not to be exceeded.

2. Not to be exceeded more than once a year except for annual standards.

-- = no standard established

µg/m³ = micrograms per cubic meter

mg/m³ = milligrams per cubic meter

ppm = parts per million

Source: CARB 2024a.

Thresholds of Significance

While the final determination of whether a project is significant is within the purview of the lead agency pursuant to Section 15064(b) of the CEQA Guidelines, the BAAQMD's significance thresholds serve as a proxy for determining whether the proposed project could violate air quality standards, cause a substantial contribution to an existing or projected air quality violation, and/or conflict with any applicable air quality plan. The BAAQMD has adopted CEQA thresholds of significance for individual development projects, which establish maximum allowable annual emissions for ROG which establish maximum allowable emissions for ROG, NO_x, PM₁₀, and PM_{2.5} (BAAQMD 2023). The BAAQMD thresholds are presented in Table 8.

Table 3.3-2: BAAQMD Criteria Pollutant Thresholds of Significance

Pollutant	Construction	Operational	
	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)	Average Daily Emissions (lbs/day)
ROG	54	10	54
NO _x	54	10	54
PM ₁₀	82	15	82
PM _{2.5}	54	10	54

Note: Construction particulate matter thresholds only account for exhaust particulate matter emissions.

Source: BAAQMD 2023

According to the BAAQMD, a project would result in a significant impact if it would individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in 1 million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM_{2.5} increase greater than 0.3 micrograms per cubic meter (µg/m³).



3.3.2 Methodology

Construction and operational emissions for the proposed project were modeled using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.35. The model inputs were based on information from the project design as described in Section 2.0, Project Description, and CalEEMod default values. Vehicle emissions associated with project operations were modeled using emission factors and fleet mix data from CARB's EMFAC2025 (v2.0.0) and Off-Road Web Query (v1.1.2). In addition, USEPA AERMOD Version 22112 air dispersion model was used to estimate the concentration of PM₁₀ at sensitive receptor locations from potential sources of project generated TAC. The model output and detailed assumptions are provided in Appendix B.

3.3.3 Environmental Impact Analysis

This section discusses potential impacts related to air quality associated with the proposed project and provides mitigation measures where necessary.

Impact AIR-1 Conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis

Air districts are required to prepare air quality plans to identify strategies to bring regional emissions into compliance with federal and state air quality standards. Air districts establish emissions thresholds for individual projects to demonstrate the point at which a project would be considered to increase the air quality violations. A project would conflict with the applicable air quality plan if they exceeded any emissions thresholds for which the region is in nonattainment for.

The BAAQMD region is designated as nonattainment for federal and state ozone and PM_{2.5} as well as state PM₁₀. Accordingly, the BAAQMD has prepared air quality plans, including the 2017 Clean Air Plan, to achieve attainment of the applicable ozone and PM standards. The BAAQMD's adopted thresholds of significance indicate the levels of emissions that projects may emit while the region still moves towards attainments of the CAAQS and NAAQS. Projects that exceed thresholds would be considered to conflict with the 2017 Clean Air Plan. As described under Impact AIR-2, the proposed project would not exceed the thresholds established by the BAAQMD. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



Impact AIR-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?

Impact Analysis

This analysis assesses the regional effects of the proposed project's criteria pollutant emissions in comparison to BAAQMD thresholds of significance for short-term construction activities and long-term operation of the proposed project. The primary pollutants of concern during project construction and operation are ROG, NO_x, PM₁₀ and PM_{2.5}. The BAAQMD is designated as non-attainment for federal and state eight-hour O₃, state one-hour O₃, state PM₁₀, and federal and state PM_{2.5}; therefore, project emissions of O₃ precursors (ROG and NO_x) PM₁₀, and PM_{2.5} may contribute to an exceedance of ambient air quality if the proposed project results in a significant impact. The BAAQMD considers construction and operation emissions separately when making a significance determination. Therefore, construction and operational emissions are discussed separately, below.

Construction Emissions

Project emissions during construction are generated from off-road construction equipment, worker vehicle trips, and hauling trips. As shown in Table 3.3-3, the emissions from construction fall below BAAQMD thresholds and impacts would be less significant.

Table 3.3-3: Construction Emissions

Emissions Source		Average Daily Emissions (lbs/day)			
		ROG	NO _x	PM ₁₀	PM _{2.5}
Project Construction	Year 2026	0.67	6.07	0.75	0.41
	Year 2027	2.91	5.94	0.42	0.22
BAAQMD Thresholds		54	54	82	54
Any Year Exceed Thresholds?		No	No	No	No

Source of Emissions: CalEEMod Output (Appendix B).

Source of Thresholds: BAAQMD

Operation and Maintenance Emissions

Emissions during operation of the proposed project would be generated during routine site maintenance (landscaping and repainting) and employee trips to and from the project site. As shown in Table 3.3-4, the operational emissions fall below BAAQMD thresholds. Therefore, the proposed project impacts would be less than significant.



Table 3.3-4: Operational Emissions

Source	Emissions			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Mobile	0.25	0.30	0.64	0.17
Area	2.13	0.01	<0.01	<0.01
Energy	0	0	0	0
Stationary	0.02	0.09	0.01	0.01
Project Total Average Daily (lbs/day)	2.40	0.31	0.65	0.18
Existing Total Average Daily (lbs/day)	0.66	0.30	0.16	0.05
Project Net Total (lbs/day)	1.74	0.01	.49	0.13
BAAQMD Thresholds (lbs/day)	54	54	82	54
Project Total Annual (tons/year)	0.44	0.06	0.12	0.03
Existing Total Annual (tons/year)	0.12	0.05	0.03	0.01
Project Net Total (tons/year)	0.32	0.01	0.09	0.02
BAAQMD Thresholds (tons/year)	10	10	15	10
Exceed Thresholds?	No	No	No	No

Source: CalEEMod Output (Appendix B).

Notes:

Emissions were quantified using CalEEMod based on Project details and estimated operating year for the Project. Totals may not sum exactly due to rounding.

Conclusion

As shown in Table 3.3-3 and Table 3.3-4, criteria pollutant emissions would not exceed any threshold of significance during project construction or long-term operation. The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards. The impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



Impact AIR-3 Expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

This discussion addresses whether the proposed project would expose sensitive receptors to localized concentrations of air pollutants or TACs during construction or operation. According to CARB, some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. As discussed, the closest sensitive receptor are residences located approximately 140 feet west of the project site.

Construction

During project construction activities, the potential exists for sensitive receptors in the project area to be exposed to localized impacts from asbestos, fugitive dust, and DPM. The potential impacts are evaluated below.

Asbestos

According to the United States Geological Survey (USGS), no naturally occurring asbestos is present within the project area (USGS 2011). Therefore, development of the proposed project is not anticipated to expose receptors to naturally occurring asbestos and impacts would be less than significant.

Exposure to asbestos can occur during demolition or remodeling of buildings constructed prior to 1977, when asbestos was banned for use in buildings. The existing onsite buildings were constructed in the 1930s and, as a result, has the potential to include asbestos containing materials. BAAQMD Regulation 11 Rule 2, Asbestos Demolition, Renovation and Manufacturing, is intended to control the emissions of asbestos during demolition activities and establish appropriate waste disposal procedures. The proposed project would be subject to the measures listed in Section 11-2-303 of the rule, including conducting an asbestos survey and implementing asbestos reduction measures during demolition, if determined to be necessary (BAAQMD 1998). Compliance with BAAQMD Regulation 11 Rule 2 would ensure that sensitive receptors are not exposed to substantial concentrations of asbestos, and the impact would be less than significant.

Fugitive Dust

The potential for localized fugitive PM₁₀ and PM_{2.5} health impacts is a concern for sensitive receptors. The closest sensitive receptor is located approximately 140 feet south of the project site. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. All construction projects within the jurisdiction of the BAAQMD must implement the BAAQMD's Basic Best Management Practices (BMPs) for Construction-Related Fugitive Dust Emissions, which requires watering exposed surfaces twice per day and covering haul truck loads, among other requirements (BAAQMD 2023). The proposed project's required implementation of the BAAQMD's Basic



BMPs for Construction-Related Fugitive Dust Emissions, as well as compliance with Regulation 6, Particulate Matter and Visible Emissions, would minimize construction-related fugitive dust emissions.

Diesel Particulate Matter

Construction activities have the potential to generate DPM emissions related to the number and types of diesel-powered equipment typically associated with construction. Off-road, heavy-duty diesel equipment used for site grading and other construction activities result in the generation of DPM, which is a primary pollutant of concern when evaluating the health risk posed to sensitive receptors. According to CARB, the concentration of DPM is a factor of distance from the source of emissions. Because of the proximity of sensitive receptors there is the potential for DPM emissions to result in a health impact. Accordingly, an analysis was prepared to determine if a potential health risk would occur.

A construction health risk assessment (HRA) was prepared in accordance with Office of Environmental Health Hazard Assessment (OEHHA) guidance for the proposed project and is included as Appendix B. To assess the project's health risk impacts, impacts from construction were considered in this HRA; therefore, the construction HRA is summarized below.

The construction HRA evaluated DPM (represented as exhaust PM₁₀) emissions generated during construction of the proposed project and the related health risk impacts for sensitive receptors located within 1,000 feet of the proposed project boundary. A project would result in a significant impact if it would individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10 in one million, an increased non-cancer risk of greater than 1.0 on the hazard index, or an annual average ambient PM_{2.5} increase greater than 0.3 µg/m³ (BAAQMD 2023).

The nearest sensitive receptors are residents occupying single-family houses approximately 140 feet west of the project site. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to concentrations at the receptor locations of interest (i.e., receptors at nearby residences).

As discussed above, AERMOD dispersion model was used to predict concentrations of DPM at sensitive receptors within 1,000 feet of the project site. To model emissions, a release height of three meters was chosen to represent the release height of construction equipment. The site was modeled as an area source with emissions from off-road construction equipment and on-road vehicle travel distributed evenly throughout the site.

Once the concentration of DPM was calculated within AERMOD, the concentration was added to CARB's HARP2 RAST to calculate the health risks. CARB's HARP2 RAST follows OEHHA guidance which recommends that cancer risks be calculated by age groups to account for different breathing rates and sensitivity to TACs. Specifically, it recommends evaluating the risks for the third trimester of pregnancy to age zero (third trimester exposure), ages zero to less than two (infant exposure), ages two to less than 16 (child exposure), and ages 16 to 70 (adult exposure). Age sensitivity factors (ASFs) associated with the different types of exposure are an ASF of 10 for the third trimester and infant exposure, an ASF of three for child exposure, and an ASF of one for adult exposure. Also associated with each exposure type are different breathing rates, expressed as liters per kilogram of body weight per day (L/kg-day). As



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recommended, 95th percentile breathing rates are used for the third trimester and infant exposure, and 80th percentile breathing rates are used for child and adult exposure. These age-specific breathing rates are 361 L/kg-day for the third trimester receptor, 1,090 L/kg-day for the infant receptors, 572 L/kg-day for child receptors, and 233 L/kg-day for adult receptors (OEHHA 2015). According to OEHHA, the cancer risk for a residential receptor is assumed to start in the third trimester of life. Project construction would occur over 1.71 years and would include the third trimester and the two years of the infant stages of life to account for the entire construction period. The cancer risk for a worker is assumed to start at age 16 and would include 2 years of the adult stage of life. The cancer risk for a student receptor is assumed to start at age 5 and would include 2 years of the child stage of life.

Results of the construction health risk analysis are summarized in Table 3.3-5 and indicate that construction of the proposed project would expose nearby residential receptors to substantial pollutant concentrations and would exceed BAAQMD's cancer risk thresholds and impacts would be potentially significant.

Table 3.3-5: Unmitigated Health Risks from Project Construction

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million ¹	Chronic Inhalation Hazard Index (construction) ²	Annual PM _{2.5} Concentration (µg/m ³) ³
Residential Receptor	38.7	0.023	0.299
Worker Receptor	1.5	0.060	0.11
School Receptor	3.8	0.010	0.05
Threshold	10	1	0.30
Exceeds Threshold?	Yes	No	No

Notes:

¹The risks were calculated for the maximally exposed receptor.

²Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM₁₀ exhaust) by the REL of 5 µg/m³.

³PM₁₀ annual concentration used as a proxy.

Source: Appendix B.

As a result, the proposed project would be required to implement Mitigation Measure AIR-1, which requires the use of Tier 4 construction equipment. Results of the mitigated construction health risk analysis are presented in Table 3.3-6 and demonstrate that, with implementation of Mitigation Measure AIR-1, residential cancer risk would fall below BBAQMD thresholds and impacts would be less than significant with mitigation.

Table 3.3-6: Mitigated Health Risks from Project Construction

Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million ¹	Chronic Inhalation Hazard Index (construction) ²	Annual PM _{2.5} Concentration (µg/m ³) ³
Residential Receptor	7.8	0.005	0.01
Worker Receptor	0.3	0.012	0.03
School Receptor	0.8	0.002	0.01
Threshold	10	1	0.30



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Health Impact Metric	Carcinogenic Inhalation Health Risk in One Million ¹	Chronic Inhalation Hazard Index (construction) ²	Annual PM _{2.5} Concentration (µg/m ³) ³
Exceeds Threshold?	No	No	No

Notes:

¹The risks were calculated for the maximally exposed receptor.

²Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM₁₀ exhaust) by the REL of 5 µg/m³.

Source: Appendix B.

Operation

The potential for sensitive receptors in the proposed project area to be exposed to localized impacts from DPM and CO during proposed project operation are evaluated below.

Diesel Particulate Matter

The greatest potential during long-term operations for exposure to TACs is from the use of heavy-duty diesel trucks and stationary generators that use diesel fuel. Given the nature of the proposed project, vehicle trips to and from the project site during operations would primarily be from employees and customers. As a result, the proposed project would attract very few diesel-fueled truck trips. The proposed project would include a stationary emergency generator. However, the emergency generator would only operate during power outages and routine maintenance. Moreover, the emergency generator would be permitted by the BAAQMD and subject to BAAQMD regulations such as Regulation 9, Rule 8. For this reason, once operational, the proposed project would not be expected to expose nearby sensitive receptors to substantial amounts of DPM.

Carbon Monoxide

With regard to localized CO emissions, according to BAAQMD, a project would have to increase traffic volumes at a single intersection to more than 44,000 vehicles per hour, or to more than 24,000 vehicles per hour in areas where vertical or horizontal mixing is limited, in order to generate a significant CO impact. Based on the Transportation Assessment, the proposed project would generate approximately 99 vehicle trips per day and existing conditions would generate approximately 32 trips per day, resulting in a net increase of 67 trips per day. Therefore, the increase in roadway traffic attributable to the proposed project is not sufficient to increase traffic volumes at any nearby intersection to more than 44,000 vehicles per hour. As a result, vehicle trips associated with proposed project operations would not exceed the screening criteria of BAAQMD and the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards.

Conclusion

The proposed project would not expose sensitive receptors to substantial pollutant concentrations during construction or operation, the impact would be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially Significant Impact.



Mitigation Measures

MM AIR-1: Minimize Exhaust Emissions During Operation. Exhaust emissions shall be minimized during operational activities with the use of off-road equipment and generator engines that meet or exceed CARB's Tier 4 engine emissions standards for off-road equipment exceeding 50 horsepower (hp). At a minimum, all operational off-road equipment and generators over 50 hp shall be certified as compliant with the Tier 4 engine emissions standards as provided in CCR, Title 13, section 2423(b)(1)(B).

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact AIR-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis

While offensive odors rarely cause any physical harm, they can still be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and BAAQMD. The occurrence and severity of odor impacts depend on numerous factors, including nature, frequency, and intensity of the source, the wind speed and direction, and the sensitivity of the receptor. The nearest sensitive receptors to the project site are the residents occupying a single-family residence approximately 140 feet to the west.

Construction

Construction activities associated with the proposed project could result in short-term odorous emissions from diesel exhaust associated with diesel-fueled equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. In addition, this diesel-powered equipment would only be present onsite temporarily during construction activities. In general, construction activities would not create objectionable odors affecting a substantial number of people, and the impact would be less than significant.

Operation

Land uses typically considered as associated with the production of odors during operations include wastewater treatment facilities, waste disposal facilities, and agricultural operations. The proposed project does not include any land uses that are typically associated with emitting objectionable odors. However, the proposed project would be subject to BAAQMD Regulation 7, Odorous Substances. Thus, although not anticipated, if odor complaints are made after the proposed project is developed, the BAAQMD would ensure that such odors are addressed, and any potential odor effects are minimized or eliminated.

Conclusion

The proposed project would not result in other emissions (such as those leading to odors) affecting a substantial number of people. The impact is less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.



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Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



3.4 BIOLOGICAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

3.4.1 Environmental Setting

The 1.37-acre project site is in an urbanized area and developed with three buildings totaling approximately 25,186 square feet that are either vacant or occupied by various automobile repair businesses. Development surrounding the project site consists of single-family residential uses and automobile-related uses to the east; commercial and automobile-related uses to the south; and Caltrain tracks to the west, beyond which consists of residential uses.

Developed or landscaped habitats typically support a suite of relatively common wildlife species that are tolerant of periodic human disturbance. Some of the most abundant species in developed habitats, such as the European starling, rock pigeon, house sparrow, Virginia opossum, house mouse, eastern gray squirrel, fox squirrel, Norway rat, and black rat are non-native species that are well adapted to the cover, nesting/denning, and foraging conditions provided by developed areas. In addition, a number of native species (not endangered or listed on the special-status species list) have adapted to these conditions. As



the project site and surrounding area are mostly paved or developed, there are no undisturbed areas, sensitive habitats, wetlands, or waterways. The project site does not contain any existing trees or vegetation.

3.4.2 Methodology

The evaluation of potential biological resources impacts was based on a review of City documents, including the General Plan and General Plan EIR.

3.4.3 Environmental Impact Analysis

This section discusses potential impacts on biological resources associated with the proposed project and provides mitigation measures where necessary.

Impact BIO-1 Have a substantial adverse effect, either directly or through habitat modifications on any species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact Analysis

The 1.37-acre project site is covered entirely by paved surfaces and does not contain any existing trees or vegetation. Due to the developed nature of the project site and the surrounding area, there is no suitable habitat for special-status plant and wildlife species to occur. Additionally, construction of the proposed project would not require tree removal activities that would impact nesting migratory birds protected under the Migratory Bird Treaty Act or the California Fish and Game Code. As such, the proposed project would not result in impacts related to special-status species and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact Analysis

The project site is fully paved and developed with three buildings that are either vacant or used for automobile repair businesses. Due to the developed nature, the project site does not contain riparian habitat or sensitive natural communities. As such, the proposed project would have no impact on riparian habitat or other sensitive natural communities.



Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact Analysis

As discussed, the project site is fully paved and developed with three buildings that are either vacant or occupied by various automobile repair businesses. The project site does not contain any State or federally protected wetlands or other aquatic habitats, and therefore no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact Analysis

As discussed, the project site is fully paved and developed with three buildings that are either vacant or occupied by various automobile repair businesses. The project site and surrounding area do not contain riparian habitat, vegetation, waterways, or open space that would serve as a wildlife corridor. The nearest wildlife movement areas identified in the General Plan EIR are San Mateo Creek and Leslie Creek located approximately 0.5-mile north and south of the project site, respectively. Based on distance from these waterways and the developed nature of the project site and surrounding area, the project site does not act as a corridor for species dispersal or provide migration habitat connectivity to adjacent habitat. Therefore, the proposed project would not interfere with the movement of wildlife species or impede the use of wildlife nursery sites and there would be no impact.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

No mitigation is necessary.



Level of Significance After Mitigation

No Impact.

Impact BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis

The project site does not contain any existing trees or vegetation; therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, including tree preservation policies or ordinances. The proposed project would provide approximately 4,024 square feet of landscaping. Landscape plantings would be provided throughout the site and along the project frontages. Additionally, the proposed project would plant 15 new trees primarily along 10th Avenue and S. Railroad Avenue. All landscaping would comply with Section 27.71, Landscaping, of the San Mateo Municipal Code. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-6 Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?

Impact Analysis

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. Therefore, the proposed 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 would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



3.5 CULTURAL RESOURCES

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

3.5.1 Environmental Setting

This section is based on the Cultural Resources Technical Memorandum prepared for the proposed project by Stantec on December 29, 2025, the Historic Resource Evaluation prepared by Architectural Resources Group (ARG) on January 18, 2016, and the Standards Compliance Review prepared by ARG on October 31, 2025. The Cultural Resources Technical Memorandum is provided in Appendix C, the Historic Resource Evaluation is provided in Appendix D, and Standards Compliance Review are provided in Appendix E.

The 1.37-acre project site is developed with three buildings that were constructed by PG&E in the early 1930s for operation of a service center. The three buildings total approximately 25,186 square feet. Each building is approximately 33 feet 11 inches tall and appears similar in design with gable-hipped roofs and corrugated metal walls. PG&E ceased operation of the service center in the mid-1970s. Since then, the buildings have been used for a variety of light industrial purposes, primarily related to the automobile service and repair industries. According to the Historic Resources Evaluations prepared by ARG, the three existing buildings are eligible for the CRHR at the local level for association with San Mateo's role as a regional center and with PG&E's early expansion in the San Francisco Bay Area (ARG 2016).

3.5.2 Methodology

Cultural Resources Technical Memorandum

Stantec conducted archival and background research to identify cultural resources on, or in the vicinity of, the project site and assess the potential for subsurface archaeological deposits. Cultural resources may include a historic, archaeological, tribal, or paleontological resource or human remains. Cultural resources also include tribal cultural resources, as defined in PRC Section 21074 (City of San Mateo 2024a). Background research consisted of a records search at the Northwest Information Center (NWIC) at Sonoma State University, a review of the Native American Heritage Commission's (NAHC's) Sacred Lands File (SLF) in Sacramento, and a review of archival maps and aerial photographs.



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Records Search and Literature Review

On October 27, 2025, the staff at the NWIC conducted a records search for the project site and a 0.25-mile radius at the NWIC. As part of the records search, the following local and State inventories were inventoried:

- California Inventory of Historic Resources (California Department of Parks and Recreation 1976);
- California Points of Historical Interest (California Office of Historic Preservation 1992); and
- California Historical Landmarks (California Office of Historic Preservation 1996).

No previously recorded cultural resources were identified in or within the project site, and 52 resources were located within 0.25-mile of the project site. In addition, Stantec reviewed the City's Archaeological Sensitivity map, and the site is within a low sensitivity zone. The low sensitivity zone includes areas where archeological resources are not generally expected but may occur (Chavez 1983). The buildings evaluated in the ARG Historic Resource Evaluation were not included in the record search data provided by NWIC, but have been identified as historical resources under CEQA by ARG (ARG 2016). Twenty-three previous cultural resources studies were conducted within the project area. Additionally, eight studies were identified within 0.25-mile of the project site.

On September 16, 2025, Stantec submitted a request to the NAHC to review its SLF for the project site. Stantec received a response on September 19, 2025, stating that, "As requested, a search of the NAHC SLF was completed based on information submitted for the above referenced project. The results were negative." The NAHC also provided a list of Native American individuals and organizations for further consultation. On March 12, 2026, City staff sent a notification letter with the AB 52 required information about the proposed project to contacts provided by the NAHC representing the following tribes:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Costanoan Rumsen Carmel Tribe
- Indian Canyon Mutsun Band of Costanoan
- Mauwekma Ohlone Tribe of the SF Bay Area
- The Ohlone Indian Tribe
- Wukaschi Indian Tribe/Eshom Valley Band

Representatives from the Indian Canyon Mutsun Band of Costanoan and Amah Mutsun Tribal Band of Mission San Juan Bautista provided response to this letter to request consultation with the City on this project.



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Buried Site Sensitivity

According to the Cultural Resources Technical Memorandum, the project area is underlain by Quaternary alluvium and marine deposits, including lake, playa, and terrace deposits. These deposits are between 1.6 million and about 10,000 years old, with a moderate to low sensitivity. The project site is approximately 1.1 miles west of the San Francisco Bay, and 3.4 miles east of the Lower Crystal Springs Reservoir. A review of available historical maps and aerial imagery indicates that the project site was developed and graded around 1946, which may have affected the integrity of any subsurface deposits. Based on these conditions, the project area suggests a moderate potential for buried historic era archaeological deposits. Although the site is relatively far from a freshwater source, it is located in close proximity to the San Francisco Bay, a significant landscape feature often associated with precontact habitation sites; however, given the prior ground disturbance, the risk of encountering buried precontact-era deposits is considered low (Stantec 2025).

Historic Resource Evaluations

A Historic Resource Evaluation was prepared by ARG on January 18, 2016. Additionally, ARG conducted a Standards Compliance Review for the proposed project on October 31, 2025. Under CEQA, local agencies must consider whether projects will cause a substantial adverse change in the significance of a historical resource, which is considered to be a significant effect on the environment (PRC Section 21084.1). A “historical resource” is a resource determined eligible for the National Register of Historic Places, the CRHR, or local registers by a lead agency (14 CCR Section 15064.5). A “substantial adverse change” can include “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings” that impairs the significance of a historical resource in such a way as to impair its eligibility for federal, State, or local registers.

In order for a resource to be eligible for the CRHR, it must satisfy all of the following three conditions:

- A. A property must be significant at the local, State, or national level, under one or more of the following four “Criteria of Significance” (these are essentially the same as National Register criteria with more emphasis on California history):
 - 1. The resource is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States.
 - 2. The resource is associated with the lives of persons important to the nation or to California’s past.
 - 3. The resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.
 - 4. The resource has the potential to yield information important to the prehistory or history of the State or the nation (criterion 4 applies primarily to archaeological sites and not historic buildings).
- B. The resource retains historic integrity; and,
- C. It is 50 years old or older (except for rare cases of structures of exceptional significance).



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The California Register regulations define “*integrity*” as “. . . *the authenticity of a property’s physical identity, evidenced by the survival of characteristics that existed during the property’s period of significance,*” that is, it must retain enough of its historic character or appearance to be recognizable as a historical resource. Following the National Register integrity criteria, CRHR regulations specify that integrity is a quality that applies to historic resources in seven ways: location, design, setting, materials, workmanship, feeling and association. A property usually must retain most of these qualities to possess integrity. The retention of specific aspects of integrity is paramount for a property to convey its significance.

The 2016 Historic Resource Evaluations determined the project site is not associated with any significant persons (Criteria 2) and does not yield information important to the prehistory or history of the State or the nation (Criteria 4); however, the project site is eligible for the California Register at the local level of significance under Criteria 1 and Criteria 3. The group of industrial buildings at the project site are eligible for the California Register at the local level for association with San Mateo’s historical role as a regional center and with PG&E’s early expansion in the San Francisco Bay Area. San Mateo’s early emergence as a regional center has long been recognized, as it served as a hub of service and activity for surrounding communities in the late 19th and early 20th centuries.

San Mateo was chosen by PG&E as an ideal location for one of its local service centers in the early 1930s as residential, commercial, and industrial activity in the region led to an increased demand for gas and electric services. The vacant property that the company acquired in San Mateo allowed PG&E to construct a new facility in keeping with their ideal plan and layout for “*a completely integrated group of service facilities.*” This ideal plan consisted of a central yard for equipment storage with buildings grouped around it. Warehouse space, maintenance and repair workshops, garage and automotive repair facilities, and office spaces were all components of this ideal plan, and all were represented at the San Mateo Service group facility. Though used for different purposes today, the complex still reflects its original design and layout.

The industrial buildings at the project site were constructed by the PG&E Company in the early 1930s, but the complex does not represent the work of a master or possess high artistic values. Constructed along the industrial corridor of South Claremont Street, the buildings are utilitarian in design and materials in keeping with their intended industrial use. Though they are not outstanding examples of architectural design, they reflect many design and material characteristics found in industrial type buildings and are fairly unique examples of this type of construction in San Mateo. The corrugated steel roof and wall cladding, concrete foundations, roof monitors, open interior truss work, roll-up garage doors, and multi-pane steel sash windows are all features of industrial type buildings, and each of these features remains extant within the complex (ARG 2016).

3.5.3 Environmental Impact Analysis

This section discusses potential impacts on cultural resources associated with the proposed project and provides mitigation measures where necessary.



Impact CUL-1 Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?

Impact Analysis

The proposed project would retain and rehabilitate the three existing buildings for operation of a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of approximately 51,873 square feet including a basement level. As discussed, the 2016 Historic Resource Evaluation prepared by ARG determined the buildings are eligible for the California Register at the local level of significance under Criteria 1 and Criteria 3. The industrial grouping is significant as a representation of San Mateo's historical role as a regional center and PG&E's early expansion of services. It retains its original layout and most of the original materials and features, and the complex is a unique group of industrial type buildings within San Mateo (ARG 2016). Character defining features of the buildings include the corrugated steel roof and wall cladding, concrete foundations, gable/hipped roof forms and roof monitors, open interior truss work and framing, vehicular door openings and metal clad double-leaf garage doors, original pedestrian entry doors with multi-pane steel sash windows, multi-pane steel sash windows throughout, overall form and massing, layout of buildings around an open yard, and circulation pattern within the site (ARG 2025).

The proposed project would retain the exterior facades and configurations of the three existing buildings. Proposed improvements to the existing buildings would generally include demolishing non-historic interior walls; repairing and/or replacing damaged window frames, broken windowpanes, and corrugated metal walls; repainting exterior walls; and installing new corrugated metal roofs. The proposed project would retain the existing windows/window openings and doors/door openings. In addition, the proposed project would construct a new two-story storage building. The new two-story storage building would incorporate corrugated metal roof cladding on visible roof surfaces, corrugated metal wall cladding at the second story, metal roll-up vehicular and freight entry doors, and multi-pane windows for compatibility with the existing buildings. The first story of the new storage building would be of concrete masonry unit block construction.

ARG reviewed the proposed project for conformance with the 10 criteria for the Secretary of the Interior's Standards for Rehabilitation (Appendix E). In general, a project that has been determined to comply with the Secretary of the Interior's Standards for Rehabilitation would not result in a significant impact to historic resources under CEQA. ARG determined that the project design would be compliant with all 10 criteria for the Secretary of the Interior's Standards for Rehabilitation. As such, the proposed project would not cause a substantial adverse change in the significance of a historic resource, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



Impact CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis

The archival research and the NWIC records search performed as part of the cultural resources analysis indicated that there are no known resources within the project site. A review of available historical maps and aerial imagery indicates that the project site was developed and graded around 1946, which may have affected the integrity of any subsurface deposits. According to the City's Archaeological Sensitivity map, the site is within a low sensitivity zone. The low sensitivity zone includes areas where archaeological resources are not generally expected but may occur (Chavez 1983). Based on these conditions, the project area suggests a moderate potential for buried historic era archaeological deposits. In addition, the project site is in close proximity to the San Francisco Bay, a significant landscape feature often associated with precontact habitation sites. Due to the prior ground disturbance, the risk of encountering buried precontact-era deposits is considered low. However, it cannot entirely be ruled out that archaeological deposits that qualify as historical resources could be encountered during project construction activities. In the event undiscovered archeological resources are encountered during construction, the proposed project would implement Mitigation Measures CUL-1, CUL-2, and CUL-3. The implementation of Mitigation Measures CUL-1, CUL-2, and CUL-3 would require adherence to standard inadvertent discovery procedures and minimize potential impacts to previously undiscovered archeological resources to a less than significant impact.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

- MM CUL-1 Workers Environmental Awareness Program Training** Prior to the issuance of any building permit involving excavation, shoring, foundation, or superstructure, the Applicant shall hire a Tribe-approved representative or qualified Tribal representative, or qualified Professional Archaeologist subject to approval by the Tribe to develop and deliver a Worker's Environmental Awareness Program (WEAP) to train the construction crew on the legal requirements for the treatment of cultural resources as well as the procedures to follow in the event of a cultural resources discovery. This training program shall be given to the crew before ground disturbing work commences and shall include handouts to be given to new workers.
- MM CUL-2 Indication of Potential for Cultural Resources.** The Applicant shall note on all construction plans that require ground disturbing activities that there is a potential for exposing buried cultural resources including prehistoric Native American burials.
- MM CUL-3 Cultural Materials Discovered During Construction.** If any cultural resource is encountered during ground disturbance or subsurface construction activities (e.g., trenching, grading), whether onsite or offsite, all construction activities within a 50-foot radius of the identified potential cultural resource shall cease until a Professional Archaeologist who meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology and/or history evaluates the resource for its potential significance. The Professional Archaeologist shall provide identification,



evaluation, and further recommendations consistent with the California Environmental Quality Act (CEQA) and City of San Mateo requirements.

If the Professional Archaeologist determines that the cultural resource does not appear to be a unique archaeological resource under CEQA and/or a historical resource eligible for inclusion on the California Register of Historic Resources (CRHR), it will be appropriately documented on Department of Parks and Recreation 523 series forms and project activity may resume.

If the qualified Professional Archaeologist determines that the cultural resource appears to be a unique archaeological resource under CEQA and/or a historical resource eligible for inclusion on the CRHR, the Applicant shall notify the Community Development Director, or their designee, and provide recommendations on the measures to be implemented to protect the discovered resources. The measures may include avoidance, preservation in place, recordation, additional archaeological testing, data recovery excavation, or other appropriate measures outlined in PRC Section 21083.2. Any previously undiscovered resources found during construction within the project area or public right-of-way shall be recorded on appropriate Department of Parks and Recreation forms and evaluated for significance in terms of CEQA criteria. The Applicant shall also complete an Archaeological Treatment Plan (ATP) that may include data recovery or other treatment methods if significant archaeological deposits are exposed during ground disturbing construction. If necessary, an Archaeological Monitoring Plan (AMP) shall also be developed. The Applicant shall submit the AMP and/or ATP to the City's Planning Division subject to the satisfaction of the Community Development Director, or their designee. Development and implementation of the AMP and ATP and treatment of the significant cultural resources will be determined by the qualified Professional Archaeologist in consultation with the California Office of Historic Preservation and the City of San Mateo.

The Applicant shall be responsible for the costs of retaining a qualified Professional Archaeologist and the recording of resources on Department of Parks and Recreation forms. No further grading shall occur within a 50-foot radius of the discovery until the City of San Mateo approves the measures to protect these resources

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact CUL-3 Disturb any human remains, including those interred outside of dedicated cemeteries?

Impact Analysis

There are no known human remains within the project site and no indication that it has been used for burial purposes in the past. Therefore, it is unlikely that human remains would be encountered during construction. However, ground disturbance and subsurface construction activities such as trenching and grading associated with the proposed project could potentially disturb previously undiscovered human burial sites. Therefore, Mitigation Measure CUL-4 would be implemented to reduce impacts to a less than



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significant level by ensuring compliance with Section 7050.5 of the California Health and Safety Code and PRC 5097.98.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM CUL-4 Human Remains Discovered During Construction. If ground-disturbing activities uncover previously unknown human remains, either on the project site or within public right-of-way, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed:

There shall be no further excavation or disturbance of the area where the human remains were found or within 50 feet of the find until the San Mateo County Coroner and the Community Development Director or their designee are contacted. Duly authorized representatives of the Coroner and the City shall be permitted onto the project site and shall take all actions consistent with Health and Safety Code Section 7050.5 and Government Code Sections 27460, et seq. Excavation or disturbance of the area where the human remains were found or within 50 feet of the find shall not be permitted to recommence until the Coroner determines that the remains are not subject to the provisions of law concerning investigation of the circumstances, manner, and cause of any death. If the Coroner determines that the remains are Native American, the Coroner shall contact the NAHC within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of the human remains and any associated grave goods with appropriate dignity, as provided in PRC Section 5097.98. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from further disturbance. If the landowner does not accept the MLD's recommendations, the owner or the MLD may request mediation by NAHC.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.



3.6 ENERGY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in 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?	☐	☐	☒	☐

3.6.1 Environmental Setting

Peninsula Clean Energy (PCE) is the provider of electricity for most of the County using PG&E infrastructure for distribution. PG&E is the provider of natural gas supplies to most of the County. PCE produces 900 megawatts (MW) of renewable energy, provides 500 MW of battery storage, and distributes approximately 3,600 gigawatt-hours (GWh) of electricity annually. In the City, customers are automatically enrolled in PCE's ECOplus service, which provides 50 percent Renewable Portfolio Standard (RPS) eligible renewables and 50 percent large hydroelectric energy that is 100 percent greenhouse gas (GHG) free. Customers have the option to opt-in to the ECO100 plan, which provides 100 percent RPS eligible renewables. Customers also have the option to opt-out and purchase electricity using PG&E's generation rate, however, PCE's ECOplus service provides lower rates than PG&E (City of San Mateo 2024a, PCE 2025a, PCE 2025b). In 2020, PG&E distributed approximately 35,838 GWh of electricity and 848,705 million cubic feet (MMcf) of natural gas across its service area (PG&E 2021).

The California Energy Commission tracks electricity and natural gas consumption across the State for residential and non-residential sources. In 2024, San Mateo County used a total of 4,261 GWh of electricity and 189.0 millions of therms of natural gas. Approximately 62 percent of the electricity usage and 45 percent of the natural gas use in the County came from non-residential sources (CEC 2025a, CEC 2025b).

3.6.2 Methodology

CalEEMod includes calculations for GHG emissions from electricity consumption. As the proposed project is all electric, default CalEEMod energy inputs were converted to all electric following California Air Pollution Control Officers Association's methodology in the Handbook for Analyzing Greenhouse Gas Emissions Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA 2024). Calculations are included in Appendix B.

3.6.3 Environmental Impact Analysis

This section discusses potential energy impacts associated with the proposed project and provides mitigation measures where necessary.



Impact EN-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact Analysis

This impact addresses the energy consumption from both the construction and operation of the proposed project and are discussed separately below.

Construction Energy Demand

During construction of the proposed project, energy resources would be consumed in the form of diesel and gasoline fuel from the use of off-road equipment (i.e., tractors, excavators, cranes) and on-road vehicles (i.e., construction employee commutes, vendors, haul trucks).

Temporary electricity may be required to provide as-necessary lighting and electric equipment; such electricity demand would be met by portable generator sets and, possibly, connections to an onsite power facility. Fuel demand associated with portable generators is incorporated in the off-road equipment estimate provided below.

Off-Road Equipment

Construction activities associated with the proposed project were estimated to consume 31,902 gallons of diesel fuel from the use of off-road equipment. For comparison, in 2024, approximately 3.0 billion gallons of diesel fuel was consumed within California (CDTFA 2025a). Thus, the diesel fuel required during construction of the proposed project would represent approximately 0.0011 percent of the State's annual diesel demand. For the purposes of this analysis, it was assumed that all off road construction equipment would be diesel fueled. In the event that some equipment is alternatively fueled or electric then the percentage of diesel demand would be further reduced. Additionally, any alternative fuel or electricity use from the off-road construction equipment would similarly be assumed to be minor as compared to statewide consumption.

On-Road Vehicles

On-road vehicles for construction workers, vendors, onsite trucks, and haul trucks would require fuel for travel to and from the site during construction. Table 3.6-1 provides an estimate of the total on-road vehicle fuel usage during construction.

Table 3.6-1: Construction On-Road Vehicle Fuel and Electricity Consumption

Trip Type	Gasoline (gallons)	Diesel (gallons)	Electricity (kWh)
Worker Trips	49,328	172	21,651
Vendor Trips	4,520	8,796	863
Haul Trips	4	7,042	504
Total	53,851	16,011	23,017

Notes:

Calculations use unrounded numbers; totals may not appear to sum exactly due to rounding.

Source: Appendix B



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As shown above, construction of the proposed project was estimated to consume 53,851 gallons of gasoline and 16,011 gallons of diesel fuel from on-road vehicles. For comparison, in 2024, approximately 3.0 billion gallons of diesel fuel and 12.4 billion gallons of gasoline were sold within California (CDTFA 2025a, 2025b). Thus, the fuel required to power the on-road motor vehicles during construction of the proposed project would represent approximately 0.0004 percent and 0.0005 percent of the State's annual gasoline and diesel demand, respectively. Additionally, construction of the proposed project was estimated to consume 23,017 kWh from on-road vehicles. For comparison, in 2024, San Mateo County used a total of 4,261 GWh of electricity (CEC 2025a). Thus, the electricity required would represent 0.0005 percent of the County's annual electricity demand.

Overall, construction activities associated with the proposed project would result in the consumption of petroleum-based fuels. However, there are no unusual project characteristics that would necessitate the use of equipment or vehicles that would be less energy efficient than at comparable construction sites in other parts of the State. The Applicant and contractors have a financial incentive to minimize fuel and energy use in construction. The proposed project would comply with all rules and regulations pertaining to the reduction of air emissions that would also reduce petroleum fuel use. Specifically, the proposed project would comply with CARB's five-minute idling rule and all off-road vehicles would be required to report vehicle inventories through the Off-Road Diesel Regulation. Moreover, as discussed above, the diesel and gasoline demand from project construction would be minimal compared to statewide demand.

The analysis above also conservatively assumed all diesel and petroleum off-road equipment. However, construction may use alternatively fueled or electric construction equipment. The use of this equipment would reduce petroleum fuel demand but there is limited commercial availability as compared to diesel fueled equipment. As such, any off-road energy demand from the alternatively fueled or electric equipment would continue to be minimal. Transportation fuel and electricity demand would also be minimal compared to statewide use. Moreover, as further discussed under Impact EN-2, the project's fleet would be required to comply with stricter vehicle standards over time reducing fuel use. For these reasons, construction fuel consumption associated with the proposed project would not be inefficient, wasteful, or unnecessary.

Operation Energy Demand

During operation of the proposed project, energy would be required to fuel the vehicles travelling to and from the project site and building energy.

Transportation Energy Demand

During operation, the proposed project would require trips for onsite staff and regular material deliveries. Table 3.6-2 provides an estimate of the annual fuel consumed by vehicles traveling to and from the project site. As shown in the table, annual vehicular fuel and electricity consumption is estimated to be 15,132 gallons of gasoline, 6,205 gallons of diesel, and 38,256 kWh of electricity.



Table 3.6-2: Operational On-Road Vehicle Fuel and Electricity Consumption

Trip Type	Gasoline (gallons)	Diesel (gallons)	Electricity (kWh)
Passenger Cars	13,624	136	35,390
Trucks	1,390	5,942	2,596
Other	118	127	270
Project Total	15,132	6,205	38,256

Source: Appendix B

As noted previously, in 2024, approximately 3.0 billion gallons of diesel fuel and 12.4 billion gallons of gasoline were sold within California (CDTFA 2025a, 2025b). Thus, the fuel required to power the on-road motor vehicles during construction of the proposed project would represent approximately 0.0002 percent and 0.0001 percent of the State's annual diesel and gasoline demand, respectively. Further, over the lifetime of the proposed project, the fuel efficiency of the vehicles being used during operations is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation would decrease over time. Additionally, in 2024, San Mateo County used a total of 4,261 GWh of electricity (CEC 2025a). Thus, the electricity required for the proposed project would represent 0.001 percent of the County's annual electricity demand.

Building Energy Demand

The proposed project is estimated to demand 1,430,930 kWh of electricity on an annual basis. The proposed project would be designed to be 100 percent electric and would not use any natural gas. As noted previously, in 2024, San Mateo County used a total of 4,261 GWh of electricity (CEC 2025a). Thus, the electricity required would represent 0.03 percent of the County's annual electricity demand.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current State regulatory requirements for new building construction contained in the 2025 CALGreen and Title 24 standards would increase energy efficiency and reduce energy demand in comparison to existing structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project. Additionally, the CALGreen and Title 24 standards have increased efficiency standards through each update.

Emergency Generator Energy Demand

The proposed project is estimated to demand 270 gallons of diesel on an annual basis for the emergency generator. The emergency generator would only operate during routine maintenance and power outages. The emergency generator is assumed to operate for 100 hours per year. As noted previously, in 2024, approximately 3.0 billion gallons of diesel fuel were sold within California (CDTFA 2025a). Thus, the diesel required would represent 0.000009 percent of the State's annual diesel demand.

Conclusion

Based on the analysis above, the proposed project would consume energy resources during construction and operation. However, the energy consumption associated with the proposed project would not be inefficient, wasteful, or unnecessary, and the impact would be less than significant.



Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis

The following discussion evaluates the project's consistency with applicable plans for renewable energy or energy efficiency during construction and operation.

Construction

During construction, off-road equipment and on-road vehicles would comply with applicable federal, State, and local requirements governing fuel efficiency. For example, off-road equipment would be subject to the most recent In-Use Off-Road Diesel-Fueled Fleets Regulations adopted by CARB, which establish engine efficiency requirements, among other requirements (CARB 2025c). Off-road engines are categorized per engine tier, with Tier 0 being the least efficient and Tier 4 Final being the cleanest and most efficient. The most recent amendments to the rule are adding an even cleaner Tier 5 engine requirement. Compliance with the In-Use Off-Road Diesel-Fueled Fleets Regulations would ensure that the proposed project construction would consist of energy-efficient engines. As discussed in Impact AIR-3, the proposed project would utilize Tier 4 construction equipment.

With respect to the on-road vehicle fleet operations, the USEPA and National Highway Traffic Safety Administration have adopted Federal Vehicle Standards with which the proposed project would comply. The on-road construction and decommissioning fleets would incorporate these standards as they purchase newer model trucks and turn over their fleet. As such, these regulations would have an overall beneficial effect on reducing nationwide fuel consumption over time as older trucks are replaced. In addition, the Advanced Clean Cars II regulation requires that, by 2035, all new cars and trucks sold in California must be zero emissions. Compliance with this regulation would further reduce the demand for petroleum fuels. Moreover, heavy-duty trucks would be required to comply with CARB's 5-minute idling limits which would reduce fuel consumption. Although the foregoing regulations were primarily designed to reduce air quality emissions, they would also result in an increase in energy efficiency during construction and decommissioning activities.

Operation

California adopted the RPS to increase the amount of renewable energy supplied by utilities within the State. As noted previously, the proposed project would be all electric and would not use any natural gas. PCE will continue to be subject to State RPS requirements, and the proposed project would not preclude achievement of the RPS goals. In addition, any new structures developed as part of the proposed project would comply with federal, State, and local regulations aimed at reducing energy consumption, including the Building Energy Efficiency Standards (CCR Title 24, Part 6) and the CALGreen Code (CCR Title 24,



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Part 11). Moreover, the proposed project directly supports the goals laid out in the City's CAP and General Plan, including the measures related to building decarbonization and EV infrastructure.

Conclusion

Based on the analysis above, the proposed project would not conflict with applicable plans for renewable energy or energy efficiency, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



3.7 GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☒	☐	☐
i) 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

3.7.1 Environmental Setting

Regional Setting

San Mateo is located within an area characterized by northwest-southwest-trending mountain ridges and intervening valleys. Like much of the San Francisco Bay Area, San Mateo is located in an area vulnerable to seismic activity due to the presence of active faults in the region. The most prominent active fault near the City is the San Andreas Fault, located approximately 0.5-mile to the southwest. There are no known



active faults that cross the City and therefore, surface fault rupture is not considered a significant hazard to the City. The severity of ground shaking depends on several variables, such as earthquake magnitude and origin; local geology, including the properties of unconsolidated sediments; groundwater conditions; and topographic setting. In general, ground shaking hazards are most pronounced in areas that are underlain by loosely consolidated soil/sediment. In general, the City is dominated by well-drained, shallow to moderately deep, fine-loamy soils such as loam and clay loam in the uplands, with additional areas of poorly drained clay and silty soils in the tidal flats and salt marshes (City of San Mateo 2023).

Project Site Setting

The site topography is relatively flat with an elevation ranging from approximately 19 to 23 feet above mean sea level (Terracon 2025). The project site is fully paved and developed with three buildings totaling approximately 25,186 square feet.

A Geotechnical Engineering Report was prepared for the project site by Terracon on September 23, 2025 (Appendix F). According to the Geotechnical Engineering Report, soils encountered generally consisted of some areas with existing fill up to 5.5 feet bgs, and lean clays from about 10 to 15 feet. Groundwater was observed at depths varying from 18 to 23 feet bgs. Groundwater conditions may change because of seasonal variations in rainfall, runoff, tide, and other conditions. Therefore, the Geotechnical Engineering Report recommended a groundwater level of 12 feet bgs be used in the design (Terracon 2025).

3.7.2 Methodology

A Geotechnical Engineering Report was prepared for the project site by Terracon on September 23, 2025. The results of the Geotechnical Engineering Report were reviewed to determine potential geology and soils impacts from the proposed project and are summarized herein. The Geotechnical Engineering Report is provided in Appendix F.

3.7.3 Environmental Impact Analysis

This section discusses potential impacts related to geology and soils associated with the proposed project and provides mitigation measures where necessary.



Impact GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) 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.**
 - ii) Strong seismic ground shaking?**
 - iii) Seismic-related ground failure, including liquefaction?**
 - iv) Landslides?**
-

Impact Analysis

i) Fault Rupture

The project site is not located in a designated Alquist-Priolo earthquake fault zone, and there are no potentially active faults mapped within or adjacent to the project site. The nearest active fault is the San Andreas Fault located approximately 3.6 miles west of the project site (Terracon 2025). Due to the lack of Alquist-Priolo fault zones in the project site, the potential for fault rupture of a known earthquake fault at the project site is very low. Therefore, the proposed project would not expose people or structures to adverse effects involving rupture of a known earthquake fault and impacts would be less than significant.

ii) Ground Shaking

The project site is in a seismically active region and earthquake-related ground shaking is expected to occur during the design life of the proposed project. As discussed, the nearest active fault is the San Andreas Fault located approximately 3.6 miles west of the project site (Terracon 2025). The proposed project would be constructed in conformance with the latest edition of the California Building Code, which includes engineering standards appropriate to withstand anticipated ground accelerations at the project site. Conformance with the earthquake design parameters of the California Building Code would be subject to City review as part of the building site plan review and building permit review process. Furthermore, the Geotechnical Engineering Report includes recommendations related to the seismic design of the proposed project. The proposed project would be required to implement the recommendations of the Geotechnical Engineering Report into the project design as part of Mitigation Measure GEO-1 to address potential ground accelerations at the site. Therefore, impacts related to ground shaking at the project site would be less than significant with implementation of Mitigation Measure GEO-1.

iii) Ground Failure, including Liquefaction

Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils or low plasticity fine grained soils exist below groundwater. According to the Geotechnical Engineering Report, the project site is not located within a mapped California Geological Survey liquefaction hazard zone. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects involving ground failure including liquefaction and impacts would be less than significant.



iv) Landslides

The project site and the surrounding area are relatively flat and not located near a slope that would result in a landslide hazard. Therefore, the potential for a seismically induced landslide to occur at the project site is very low and no impact would occur.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM GEO-1: Implement Recommendations included in the Geotechnical Engineering Report.

Prior to issuance of grading permits, the Applicant shall incorporate all design specifications and recommendations contained within the site-specific Geotechnical Engineering Report into relevant project plans and specifications. These specifications pertain to but are not limited to grading, earthwork, building foundations, excavation, dewatering, floor slabs, and temporary shoring. The project site plans shall be submitted to the Building Official or their designee and reviewed as part of the building permit review process.

Level of Significance After Mitigation

Less than Significant Impact with Mitigation.

Impact GEO-2 Result in substantial soil erosion or the loss of topsoil?

Impact Analysis

The proposed project would disturb approximately 3.04 acres, which includes the 1.37-acre project site and approximately 1.67 acres for the offsite improvements. Construction activities would involve demolition, grading, site construction, paving, and landscaping. It is estimated the total amount of earth movement for the proposed project would require approximately 10,000 CY of cut and approximately 100 CY of fill for a net export of 9,900 CY. These activities could expose unprotected soils to stormwater runoff, causing erosion and loss of topsoil. Projects that disturb 1 acre or more during construction are required to comply with the National Pollutant Discharge Elimination System (NPDES) permitting program and implement a Stormwater Pollution Prevention Plan (SWPPP) that identifies BMPs to control the discharge of sediment and other pollutants during construction. As discussed in Section 3.10, Hydrology and Water Quality, the proposed project would implement a SWPPP and associated BMPs as part of Mitigation Measure HYD-1 to minimize erosion impacts. Therefore, soil erosion impacts associated with construction impacts would be less than significant with implementation of Mitigation Measure HYD-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.



Impact GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

AND

Impact GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact Analysis

The project site and surrounding areas are generally flat and therefore, would not be at risk of on or offsite landslides. Additionally, the project site is not adjacent to a stream bank, levee, or other open face that would be susceptible to lateral spreading. The USGS Areas of Land Subsidence in California Map does not identify the project site within an area of recorded subsidence (USGS 2025). According to the Geotechnical Engineering Report, the project site is not located within a mapped California Geological Survey liquefaction hazard zone. Soils encountered at the project site generally consisted of some areas with existing fill up to 5.5 feet bgs, and lean clays from about 10 to 15 feet. The Geotechnical Engineering Report identifies that the clay soils are sensitive to moisture variation, which could result in shrink-swell conditions and expansive soils. The proposed project would be required to conform to the latest edition of the California Building Code. Furthermore, the Geotechnical Engineering Report prepared for the proposed project includes recommendations related to grading, earthwork, building foundations, excavation, dewatering, floor slabs, and temporary shoring to minimize potential impacts related to expansive and unstable soils. The proposed project would be required to implement the recommendations of the Geotechnical Engineering Report into the project design as part of Mitigation Measure GEO-1. Therefore, impacts related to expansive and unstable soils would be less than significant with Mitigation Measure GEO-1 incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure GEO-1 would be required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact Analysis

The proposed project would connect to the City's sanitary sewer system and would not utilize septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

Level of Significance Before Mitigation

No Impact.



Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact Analysis

According to the Geotechnical Engineering Report, subsurface conditions at the project site consist of Holocene-aged poorly-sorted alluvium sediments, consisting of sand and silty to clayey sand. A review of available historical maps and aerial imagery indicates that the project site was developed and graded around 1946, which may have affected the integrity of any subsurface deposits. However, the proposed project would include excavation activities to approximately 18 feet bgs which could directly or indirectly destroy an unknown unique paleontological or unique geologic features. If unknown unique paleontological resources are discovered during construction, all activities would be stopped within a 50-foot radius of the identified resource until a qualified paleontologist evaluates the finding as required by Mitigation Measure GEO-2. Therefore, impacts to paleontological or unique geologic features would be less than significant with implementation of Mitigation Measure GEO-2.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM GEO-2 Procedures for Paleontological Resources Discovered During Construction. If any paleontological resources are encountered during ground-disturbing or subsurface construction activities (e.g., trenching, grading), all construction activities within a 50-foot radius of the identified resource shall cease and the Community Development Director or their designee shall immediately be notified. The Applicant will retain a qualified paleontologist (as approved by the City) to evaluate the find and recommend appropriate treatment of the inadvertently discovered paleontological resource. The appropriate treatment of an inadvertently discovered paleontological resource will be implemented to ensure that impacts to the resource are avoided.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.



3.8 GREENHOUSE GASES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 Environmental Setting

On a global scale, GHG emissions are predominantly associated with activities related to energy production; changes in land use, such as deforestation and land clearing; industrial sources; agricultural activities; transportation; waste and wastewater generation; and commercial and residential land uses. World-wide, energy production including the burning of coal, natural gas, and oil for electricity and heat is the largest single source of global GHG emissions.

United States

In 2022, GHG emissions in the United States totaled 6,343 million metric tons (MMT) of CO₂e. Within the United States, the largest contributor to GHG emissions is the transportation sector (28 percent). The next largest contributors are from electricity production (25 percent) and industry (23 percent), followed by the commercial and residential sectors (13 percent) and the agricultural sector (10 percent). Transportation emissions primarily come from burning fossil fuels for our cars, trucks, ships, trains, and planes. Over 90 percent of the fuel used for transportation is petroleum-based, which includes primarily gasoline and diesel. The bulk of emissions generated from energy production come from burning fossil fuels, mostly coal and natural gas. Industry emissions are also primarily generated from fossil fuels burned for heat, the use of certain products that contain GHGs, and the handling of waste. Similar to industry sector emissions, commercial and residential uses arise primarily from fossil fuels for heat, the use of certain products that contain GHGs, and the handling of waste. Agricultural emissions come from livestock such as cows, agricultural soil, and rice production. The land use and forestry sector within the United States serves as a carbon sink. Carbon sinks absorb carbon dioxide (CO₂) from the atmosphere. Land areas across the United States absorbed approximately 13 percent of the 2022 GHG emissions (USEPA 2025j). In 2023, GHG emissions in the United States totaled 6,197 MMTCO₂e, while this data has been released via a Freedom of Information request, the USEPA has not formally adopted the 2023 emissions report (USEPA 2025k).



California

In 2023, GHG emissions within California totaled 360.4 MMT of CO₂e. Similar to national emissions, in California, the transportation sector is the largest contributor. Transportation emissions account for approximately 37 percent of the total statewide GHG emissions. The majority of transportation emissions are derived from passenger vehicles and heavy-duty trucks. Emissions associated with industrial uses are the second largest contributor, totaling roughly 19 percent. Industrial emissions are driven by fuel combustion from sources that include refineries, oil and gas extraction, cement plants, and the portion of cogeneration emissions attribution to thermal energy output. Electricity generation (in State and imports) totaled roughly 16 percent. Emissions from the electricity generation sector have declined over the years due to the increase in renewable generation that continues to replace fossil power (CARB 2025d).

California has adopted statewide legislation addressing various aspects of climate change and GHG emissions mitigation. Much of this legislation establishes a broad framework for the State's long-term GHG reduction and climate change adaptation program. The governor has also issued several executive orders related to the State's evolving climate change policy. Of particular importance are AB 32 and Senate Bill (SB) 32, which outline the State's GHG reduction goals of achieving 1990 emissions levels by 2020 and a 40 percent reduction below 1990 emissions levels by 2030. Refer to Appendix B for a detailed description of the regulatory setting governing GHG emissions at the federal, State, and local levels.

3.8.2 Methodology

Construction and operational emissions were estimated using CalEEMod. The model output and detailed assumptions are provided in Appendix B.

Thresholds

In April 2022, the BAAQMD Board of Directors adopted the CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans, which updated the BAAQMD's previous guidance related to evaluating GHG emissions to address the most recent climate legislation.

Because construction emissions are temporary and variable, the BAAQMD has not developed a quantitative threshold of significance for construction related GHG emissions. However, BAAQMD recommends that construction related GHG emissions should still be quantified and disclosed in environmental documents.

For land use projects, the BAAQMD considers a project to have a less-than-significant impact related to GHG emissions if it either (1) meets specific project design elements, or (2) is consistent with a local GHG reductions strategy that meets the requirements of CEQA Guidelines Section 15183.5(b) (BAAQMD 2023). The City of San Mateo's CAP is intended to provide 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 2045. The CAP is prepared consistent with the CEQA Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (CCR Section 15183.5). This allows the CAP to support and possibly streamline environmental review of GHG emissions related to future development projects within the city. Therefore, the following analysis relies on the project's consistency with the CAP, as well as the GHG reduction goals and policies of the City's General Plan.



3.8.3 Environmental Impact Analysis

This section discusses potential greenhouse gas impacts associated with the proposed project and provides mitigation measures where necessary.

Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis

The following emissions estimate is consistent with CEQA Guidelines Section 15064.4(a). CalEEMod was used to estimate the project's GHG emissions during construction and operation.

Construction Emission Inventory

Construction GHGs would be emitted temporarily by off-road construction equipment, vehicle travel by workers, material hauling from the project site, and material deliveries to the project site. The estimated construction GHG emissions are shown in Table 3.8-1. Because construction GHG emissions are temporary, they are typically amortized over the life of the proposed project and added to operational emissions. The proposed project is anticipated to have a lifetime of 30 years.

Table 3.8-1: Construction Greenhouse Gas Emissions

Construction Year	Metric Tons of Carbon Dioxide Equivalents (MT CO ₂ e)
Construction—2026	268.72
Construction—2027	269.11
Total	537.83
Amortized over 30 years¹	17.93

Source: CalEEMod Output (Appendix B).

Notes:

¹ GHG emissions are amortized over the 30-year life of the project.

Operational Emission Inventory

Operational or long-term emissions occur over the life of the proposed project. Operational activities of the proposed project would generate GHG emissions primarily from customer and employee trips to and from the project site, energy usage, landscaping equipment, handling of solid waste, emissions associated with water and wastewater, and emissions associated with refrigeration. The operational GHG emissions associated with the proposed project are shown in Table 3.8-2 and demonstrate that implementation of the proposed project would result in an increase of GHG emissions.

Table 3.8-2: Operational Greenhouse Gas Emissions

Source	Emissions of Metric Tons of Carbon Dioxide Equivalents (MT CO ₂ e) Per Year
Mobile	110.36
Area	1.13
Energy	0



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Source	Emissions of Metric Tons of Carbon Dioxide Equivalents (MT CO ₂ e) Per Year
Water	24.01
Waste	22.52
Refrigerants	16.52
Stationary	1.53
<i>Total Operational Emissions</i>	<i>176.07</i>
Amortized Construction and Decommissioning Emissions	17.93
Project Total	194.00
Total Existing Emissions	99.33
Project Net Total	94.67

Source: CalEEMod Output (Appendix B).

Conclusion

As shown in Table 3.8-2, the proposed project would result in a net increase of GHG emissions. However, the proposed project's impact would be less than significant as the determination is based on its consistency with the City's CAP and General Plan (see Impact GHG-2).

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis

A project would have a significant impact with respect to GHG emissions and global climate change if it would substantially conflict with the provisions of CEQA Guidelines Section 15064.4(b). Pursuant to CEQA Guidelines Appendix G, a significant GHG impact is identified if the project could conflict with applicable GHG reduction plans, policies, or regulations.

Consistency with Local GHG Reduction Strategies

City of San Mateo Climate Action Plan

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 CEQA Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (CCR



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15183.5). This allows the CAP to support and possibly streamline environmental review of GHG emissions related to future development projects within the City (City of San Mateo 2024b).

The CAP Checklist provides two compliance options. The proposed project would utilize Option 1 – All-Electric Development and TDM Requirements. The proposed project would be all electric, including the renovations to Buildings A, B, and C. The City’s Transportation Demand Management program applies to projects that would produce more than 100 daily average trips. As discussed above, the proposed project would produce 99 new trips per day or 67 net new trips per day and the City’s Transportation Demand Management program would not apply to the proposed project. Therefore, as further described in the CAP Checklist provided in Appendix B, the proposed project would be consistent with the City’s CAP.

City of San Mateo General Plan

The General Plan supports the CAP and includes measures that would help reduce GHG emissions. The proposed project’s consistency with the applicable measures is included in Table 3.8-3, below. As shown in the table, the project would be consistent with applicable General Plan measures.

Table 3.8-3: Project Consistency with General Plan Measures

Measure	Consistency Determination
Policy LU 10.2–Decarbonized Building Stock. Eliminate the use of fossil fuels as an energy source in all new building construction and reduce the use of fossil fuels as an energy source in the existing building stock at the time of building alteration through requirements for all electric construction.	Consistent. The proposed project would be all-electric.
Policy LU 10.3–Sustainable Improvements. Ensure that all improvements to existing structures are developed or remodeled in a sustainable and resilient manner.	Consistent. The proposed project would update Buildings A-C (existing buildings) in accordance with CalGreen and the California Building Code. Additionally, the proposed project would be all-electric including the renovations to the existing buildings.
Action LU 10.4–Climate Action Plan Implementation. Implement the greenhouse gas reduction strategies to meet the City’s Climate Action Plan emission-reduction goals.	Consistent. As discussed above, the proposed project is consistent with the CAP utilizing the CAP Checklist Option 1.
Action LU 10.10–Clean Fuel Infrastructure. Support efforts to build electric vehicle charging stations and clean fuel stations in San Mateo, including hydrogen and sustainably sourced biofuels, as supported by market conditions.	Consistent. The proposed project would provide four EV charging stations in compliance with CalGreen and the City’s Green Building Reach Codes.
Policy PSF 2.3–Water Conservation. Work with California Water Service, Estero Municipal Improvement District, Bay Area Water Supply Conservation Agency, and other mid-peninsula cities to	Consistent. The proposed project would plant water-efficient landscaping and construct bioretention planters to prevent runoff.



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Measure	Consistency Determination
support local, regional, and statewide water conservation efforts. Encourage all properties to convert to water-efficient landscaping.	
Policy PSF 2.5–Water-Conserving Fixture Retrofits. Require that all residences and commercial properties that apply for a building permit for alternations or renovations provide proof of water conserving plumbing fixtures.	Consistent. As a self-storage development, water use would be limited and largely confined to the office area of Building A and landscaping. However, the proposed project would update plumbing fixtures as required in Buildings A-C (existing buildings).
Policy PSF 2.8–Water Efficiency. Support increased water efficiency in all new development and existing building stock.	Consistent. As discussed above, the proposed project would plant water efficient landscaping and install bioretention planters. Additionally, the proposed project would update plumbing fixtures as required in the existing buildings.
Policy PSF 4.1–Clean Energy. Support the advancement of a carbon-neutral energy supply.	Consistent. The proposed project would purchase electricity from PCE, which provides carbon free energy (PCE 2025a).
Policy PSF 4.4–Energy Resilience. Require new development projects to incorporate energy-efficiency measures, electric equipment, solar energy systems, and battery storage into their projects (Building Integrated Photo-Voltaic/BIPV) and encourage existing development to incorporate solar energy systems and battery storage.	Consistent. The proposed project, specifically Building D (new construction), would be solar ready for future installation of a solar energy system on the roof area.

Source: City of San Mateo 2024b.

Conclusion

The proposed project would not conflict with an applicable plan adopted for the purpose of reducing GHG emissions, and impacts would be considered less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 <i>Government Code Section 65962.5</i> and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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 to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

3.9.1 Environmental Setting

Hazardous materials, as defined by CCR, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed of, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic: Causes human health effects
- Ignitable: Has the ability to burn
- Corrosive: Causes severe burns or damage to materials



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- Reactive: Causes explosions or generates toxic gases

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust.

California Government Code Section 65962.5 requires the California Environmental Protection Agency to compile, maintain, and update specified lists of hazardous material release sites. The required lists of hazardous material release sites are commonly referred to as the “Cortese List,” which are contained on internet websites, including the online EnviroStor database from the Department of Toxic Substances Control (DTSC) and the online GeoTracker database from the State Water Resources Control Board (SWRCB). These two databases include hazardous material release sites along with other categories of sites or facilities specific to each agency’s jurisdiction. A review of the EnviroStor database determined that the project site is not listed as a hazardous materials release site within the EnviroStor database (DTSC 2025). However, the project site is identified on the GeoTracker database. The GeoTracker database identified the project site as a Leaking Underground Storage Tank (LUST) Cleanup Site and a Cleanup Program Site. The LUST Cleanup Site case has a status of completed and case closed as of March 2001. The Cleanup Program Site case has a status of open – long term management as of December 2020 (SWRCB 2025).

As discussed in the Site Management Plan (SMP) prepared for the project site by GeoSyntec on April 4, 2025, four underground storage tanks (USTs) were removed from the project site in 1989, followed by a limited soil removal near the location of the former USTs. Site investigations to address total petroleum hydrocarbons in soil and groundwater were conducted between 1990 and 2000. On March 16, 2001, the San Mateo County Environmental Health Services (SMCEHS) issued a letter indicating no further action related to petroleum release(s) at the project site was required. However, should excavation or development of the property be proposed in the future, SMCEHS must be notified by the City of San Mateo Building Department to ensure proper disposal or handling of contaminated soils (Terraphase 2020).

Additional Phase I and Phase II Environmental Site Assessments were conducted at the project site between 2015 and 2020 and identified residual petroleum impacts in soil and groundwater in the vicinity of the former USTs and volatile organic compounds (VOCs) in sub-slab soil vapor samples at concentrations exceeding San Francisco Bay Regional Water Quality Control Board’s (RWQCB) environmental screening levels (ESLs). Therefore, in July 2020, the former owner of the project site entered into a voluntary agreement for VOCs in the sub-slab soil vapor with SMCEHS, dated June 24, 2020. In November 2020, the former owner of the project site and Terraphase requested concurrence from SMCEHS that the LUST case remain closed and that a Site Management Plan would be prepared for the project site for future redevelopment activities to address soil and groundwater management specific to the residual petroleum in soil and groundwater onsite. Once future site redevelopment is identified, a comprehensive SMP would be prepared that outlines the various redevelopment activities and associated remedial activities (Terraphase 2020). On December 31, 2020, SMCEHS concurred that the previous LUST case does not require reopening and that the site move into long-term management status pending future development, provided that the site use remains auto repair shops. SMCEHS requires notification of any changes in site use (SMCEHS 2020).



As the project site would be redeveloped as a self-storage facility, a SMP was prepared for the proposed project and submitted to SMCEHS on April 7, 2025. SMCEHS provided conditional approval of the SMP on April 16, 2025, noting that historic sub-slab perchloroethylene concentrations are above commercial ESLs beneath Building B. However, based on concentrations less than an order of magnitude above the commercial ESL and proposed use as a self-storage facility with no regular human occupation, San Mateo County Groundwater Protection Program will not require additional vapor mitigation measures. San Mateo County Groundwater Protection Program will request notification by the city building and planning department of any proposed future change in use (SMCEHS 2025).

The closest airports to the project site are the San Carlos Airport approximately 4.8 miles southeast of the project site and the San Francisco International Airport approximately 5.3 miles northwest of the project site. Based on review of Fire Hazard Severity Zone Maps developed by California Department of Forestry and Fire Protection (CAL FIRE), the project site is not within or near a State Responsibility Area (SRA) and does not contain lands classified as Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2025). The United States Forest Service (USFS) has also developed a Wildfire Hazard Potential Map to inform evaluations of wildfire risk and prioritize fuel management across very large landscapes. According to the USFS Wildfire Hazard Potential Map, the project site and surrounding areas are designated non-burnable (USFS 2025).

3.9.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, General Plan EIR, background documents related to the project site as available on GeoTracker, SMP prepared by Geosyntec on April 4, 2025, CAL FIRE Hazard Severity Zone maps, and the USFS Wildfire Hazard Potential Map. The SMP is provided in Appendix G.

3.9.3 Environmental Impact Analysis

This section discusses potential impacts related to hazards and hazardous materials associated with the proposed project and provides mitigation measures where necessary.

Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

AND

Impact HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Impact Analysis

Construction

During construction, small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used and transported to and from the



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project site as needed. Accidental releases of small quantities of hazardous materials or toxic substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard. However, contractors would be required to transport, store, and handle hazardous materials and toxic substances related to construction activities in accordance with relevant regulations and guidelines, including California Health and Safety Codes and City Ordinances. Regulatory requirements for the transport of hazardous wastes in California are specified in Title 22 of CCR, Division 4.5, Chapters 13 and 29. In accordance with these regulations, transport of hazardous materials must comply with the California Vehicle Code, California Highway Patrol regulations (contained in CCR, Title 13); the California State Fire Marshal regulations (contained in CCR, Title 19); United States Department of Transportation regulations (Code of Federal Regulations, Title 49); and USEPA regulations (contained in Code of Federal Regulations, Title 40). The use of hazardous materials is also regulated by DTSC (CCR, Title 22, Division 4.5).

Additionally, project construction activities would be required to comply with the requirements of the SMP prepared for the proposed project. The requirements of the SMP would be implemented as Mitigation Measure HAZ-1 and minimize potential impacts related to construction worker health and safety, site access, soil management, dust control, construction stormwater management, groundwater management, and measures to be taken in the event that unexpected soil conditions or subsurface structures (e.g., piping, USTs, sumps) are encountered during construction). As discussed in Section 10, Hydrology and Water Quality, the proposed project would also implement a SWPPP and applicable BMPs as part of Mitigation Measure HYD-1 to minimize potential impacts from pollutants entering the City's stormwater system. Therefore, with implementation of Mitigation Measure HAZ-1 and Mitigation Measure HYD-1, construction of the proposed project would result in a less than significant impact related to the routine transport, use, disposal of, or accidental release of hazardous materials or toxic substances.

Operation

The proposed project involves redevelopment of the site with a self-storage facility. During operation, the use of hazardous materials would be limited to those commonly found at self-storage facilities such as, solvents, cleaners, paints, and pesticides for landscape maintenance activities. These common household hazardous materials would be used in limited quantities and would not create a substantial hazard to the public or the environment. Therefore, project operation would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through accidental release of hazardous materials and impacts would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM HAZ-1: Implement Site Management Plan (SMP). The Applicant and its contractors shall implement the SMP during demolition, grading, and construction at the project site. San Mateo County Environmental Health Services shall review and approve the final SMP prior to construction (demolition and grading) activities at the project site. The City shall review the final SMP prior to issuance of grading permits. The measures set forth in this SMP shall include but not be limited to, the requirements for construction worker health and safety, site access, soil management, dust control, construction stormwater



management, groundwater management, and measures to be taken in the event that unexpected soil conditions or subsurface structures (e.g., piping, USTs, sumps) are encountered during construction.

In addition, Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact Analysis

The closest school to the project site is Sunnybrae Elementary School located approximately 0.15-mile southeast of the project site. The proposed project does not involve the development of a use that would emit hazardous materials, substances, or waste during operation. Construction of the proposed project would require the use of small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment). However, construction of the proposed project would comply with all applicable federal, State, and local laws and regulations pertaining to the transport, use, disposal, handling and storage of hazardous materials. Additionally, the proposed project would comply with the requirements of the SMP as required by Mitigation Measure HAZ-1. Compliance with the requirements of the SMP and applicable federal, State, and local laws would protect onsite construction workers as well as any sensitive receptors near the project site from potential impacts. Therefore, with adherence to the required applicable regulations and implementation of Mitigation Measure HAZ-1, the proposed project would have a less than significant impact related to the emission or handling of hazardous materials near a school.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HAZ-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact Analysis

As discussed, the GeoTracker database identifies the project site as a LUST Cleanup Site and a Cleanup Program Site. The LUST Cleanup Site case has a status of completed and case closed as of March 2001. The Cleanup Program Site case has a status of open – long term management as of December 2020 (SWRCB 2025). As the proposed project involves redevelopment of the site, a SMP was prepared for the proposed project and submitted to SMCEHS on April 7, 2025. SMCEHS provided conditional approval of the SMP on April 16, 2025, noting that historic sub-slab perchloroethylene concentrations are



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above commercial ESLs beneath Building B. However, given the perchloroethylene concentrations are less than an order of magnitude above the commercial ESL and proposed use as a self-storage facility with no regular human occupation, the San Mateo County Groundwater Protection Program will not require additional vapor mitigation measures. As the proposed project involves redevelopment of the site with a self-storage facility, SMCEHS requires that an SMP is implemented during construction. The proposed project would implement the requirements of the SMP as Mitigation Measure HAZ-1. Therefore, the proposed project would not create a significant hazard to the public or the environment and the impact would be less than significant with implementation Mitigation Measure HAZ-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HAZ-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Impact Analysis

There are no airports located within the City of San Mateo. The closest airports to the project site are the San Carlos Airport approximately 4.8 miles southeast of the project site and the San Francisco International Airport approximately 5.3 miles northwest of the project site. The project site is more than 2 miles away from these airports; however, the project site is located within the Airport Influence Area (AIA) A for both airports. AIA A does not place any restrictions on the types of land uses allowed and a review by the Airport Land Use Commission is not required for the proposed project. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis

The proposed project would not involve permanent modification to the existing roadways or circulation system that could potentially impair implementation of or physically interfere with an adopted emergency



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response plan or emergency evacuation plan. Project construction activities would primarily occur within the 1.37-acre project site; however, work would extend into S. Claremont Street, S. Railroad Avenue, and 10th Avenue for utility connections and construction of the offsite frontage improvements. Full roadway closures are not anticipated to be required to accommodate project construction. Traffic control measures would be implemented if necessary for offsite work and would ensure adequate circulation and emergency access is provided. Any lane closures would require an encroachment permit from the City.

Internal access would be provided by a two-lane drive aisle to access the surface parking lot. The two-lane drive aisle would be 20 feet 8 inches wide to allow emergency vehicles, moving trucks, and garbage trucks access to the site. San Mateo Consolidated Fire Department (SMC Fire) would review the site development plans to ensure fire protection design features are incorporated into the project design and that adequate emergency access is provided to the site. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact HAZ-7 Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Impact Analysis

Based on review of Fire Hazard Severity Zone Maps developed by CAL FIRE, the project site is not within or near an SRA and does not contain lands classified as VHFHSZ (CAL FIRE 2025). Additionally, according to the USFS Wildfire Hazard Potential Map, the project site and surrounding areas are designated non-burnable (USFS 2025). The proposed project would be required to comply with all applicable building and safety codes, including the California Fire Code, and all applicable fire safety standards set forth by the City. Therefore, the proposed project would not expose people or structures to a significant risk involving wildland fires and there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



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3.10 HYDROLOGY AND WATER QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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:				
i) Result in substantial erosion or siltation on- or off-site;	☐	☒	☐	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii) 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	☐	☒	☐	☐
iv) Impede or redirect flood flows	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

3.10.1 Environmental Setting

Watershed and Regional Drainage

The City is located within the San Francisco Bay watershed, which is further divided into the San Mateo Creek Watershed, Laurel Creek Watershed, 19th Avenue Watershed, 16th Avenue Watershed, North San Mateo Watershed, Shoreview Park Watershed, and the Mariners Island Watershed (City of San Mateo 2023). The project site is located within the 16th Avenue Watershed.



Stormwater runoff from the City is conveyed to the San Francisco Bay and Marina Lagoon via a network of 130 miles of storm drains, 20 miles of creeks and drainage channels, a flood control lagoon, 10 pump stations, and a 3-mile Bayfront levee. The City consists of four major drainage basins identified as the San Mateo Creek drainage basin, the North San Mateo drainage basin, the Marina Lagoon drainage basin, and the 3rd and Detroit drainage basin.

Groundwater

The City is within the San Mateo Plain Subbasin of the Santa Clara Valley Groundwater Basin which is designated as a very low priority basin and therefore, is not regulated under the Sustainable Groundwater Management Act. Very little groundwater from this basin is used and groundwater use within the basin is mostly private well pumping in the subbasin areas south of the City limits. Groundwater is not utilized for municipal water supply in the City (City of San Mateo 2023). Based on the Geotechnical Engineering Report prepared by Terracon, groundwater was observed at depths varying from 18 to 23 feet bgs. Groundwater conditions may change because of seasonal variations in rainfall, runoff, tide, and other conditions. Therefore, the Geotechnical Engineering Report recommended a groundwater level of 12 feet bgs be used in the design (Terracon 2025).

Flooding

Flood hazard zones are identified on official Flood Insurance Rate Maps (FIRM) issued by the Federal Emergency Management Agency (FEMA). The project site is designated as Zone X according to FIRM #06081C0162F, which are areas having minimal flood hazards (FEMA 2015).

3.10.2 Methodology

The evaluation of potential hydrologic and water quality impacts was based on a review of City documents, including the General Plan and General Plan EIR. Mapping tools provided by FEMA were also reviewed. The information obtained from these sources is summarized to establish existing conditions and to identify potential environmental effects.

3.10.3 Environmental Impact Analysis

This section discusses potential impacts related to hydrology and water quality associated with the proposed project and provides mitigation measures where necessary.

Impact HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impact Analysis

Construction

Project construction activities would require demolition, grading, paving, building construction, installation of utilities, frontage improvements, landscaping, and painting activities. These activities have the potential to generate stormwater runoff and to discharge pollutants, such as fuels, solvents, oil, paints, and trash, into the City's storm drainage system. Protection of water quality during construction would be achieved



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with compliance and implementation of the NPDES General Construction Permit which requires the preparation of a SWPPP and incorporation of BMPs to control sedimentation, erosion, and hazardous materials from contacting stormwater, with the intent of keeping all products of erosion from moving offsite into receiving waters. Compliance and implementation of the SWPPP and applicable BMPs would be required under Mitigation Measure HYD-1. With the implementation of Mitigation Measure HYD-1, the project's construction activities would not violate any water quality standards or discharge requirements and impacts would be less than significant.

Operation

Post-construction, the project site would be consistent with existing conditions as most of the site would be covered in impervious surface. The proposed project would result in approximately 56,306 square feet of impervious surface and approximately 3,440 square feet of pervious surface onsite. Additionally, the offsite improvements would create approximately 9,789 square feet of impervious surface and 299 square feet of pervious surface. The proposed project is a C.3 Regulated Project per the MRP Provision C.3.b and must implement treatment measures for the entire area and offsite improvements.

The onsite and offsite treatment measures consist of three bioretention areas that ultimately direct the treated stormwater runoff to the City's existing stormwater infrastructure located near the corner of S. Claremont Street and 10th Avenue. The proposed project would construct a new 12-inch storm drain line and storm drain inlets throughout the site. Additionally, the proposed project would install a stormwater pump between Building C and Building D. Stormwater runoff would be collected onsite through the storm drain inlets which would then convey runoff through the new 12-inch storm drain line and stormwater pump to the force main line towards the onsite bioretention areas for treatment. Additionally, a trench drain located along Building A would collect runoff that would convey stormwater runoff through a new 4-inch storm drain line to the onsite bioretention area. After treatment in the bioretention area, the stormwater runoff would be conveyed and discharged to the flowline of the curb in the public right-of-way on S. Railroad Avenue via four sidewalk underdrains.

The offsite treatment measures consist of two separate bioretention areas located at the corner of S. Claremont Street and 10th Avenue. The proposed bioretention area located on S. Claremont Street requires extending the curb and is responsible for treating the frontage improvements along S. Claremont Street. This bioretention area would connect to the City's existing stormwater infrastructure by replacing an existing drain inlet. The proposed bioretention area located on 10th Avenue would treat the stormwater for the frontage improvements along S. Railroad Avenue and 10th Avenue. The new drain inlet and 12-inch storm drain line would be constructed to connect to the City's stormwater infrastructure. Compliance with the requirements of the MRP and inclusion of the bioretention areas to treat stormwater runoff from the project site would ensure that polluted runoff does not enter the public stormwater system and would reduce potential impacts related to water quality. As such, operation of the proposed project would not result in the degradation of water quality standards or waste discharge requirements and impacts would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.



Mitigation Measures

MM HYD-1 Prepare and Implement a Stormwater Pollution Prevention Plan (SWPPP). Coverage shall be obtained for the proposed project under the Construction General Permit. Per the requirements of the State Water Resources Control Board (SWRCB), the Applicant would demonstrate conformance with applicable best management practices (BMPs) and prepare a SWPPP containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP shall list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP shall contain a visual monitoring program, a sampling program to ensure compliance with water quality standards, and onsite collection of samples and inspection of BMPs during a qualifying precipitation event.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact Analysis

The project site is located in an urbanized area and is not identified as an important groundwater recharge area for the City. Furthermore, operation of the proposed project would not rely on groundwater supplies as groundwater is not utilized for municipal water supply in the City. Groundwater was observed at depths varying from 18 to 23 feet bgs; however, the Geotechnical Engineering Report recommends a groundwater level of 12 feet bgs be used in the design (Terracon 2025). The proposed project would excavate to a maximum depth of 18 feet bgs, and therefore groundwater could be encountered during construction of the basement level for Building D and require dewatering. The proposed project would be required to implement Mitigation Measure GEO-1 and comply with the temporary shoring and dewatering methods identified in the Geotechnical Engineering Report (Appendix F) and California Division of Occupational Safety and Health regulations. As discussed in the Geotechnical Engineering Report, dewatering should be considered and planned for if excavations would extend within two feet of anticipated groundwater levels. If dewatering methods are used, groundwater would be pumped out of the excavation to the surface and then discharged to the sanitary sewer. The Applicant would comply with the groundwater discharge requirements and regulations of the San Francisco Bay RWQCB to prevent any discharge of contaminated dewatered groundwater into the sanitary sewer or storm drain system. Water quality would be screened using laboratory analyses as needed and extracted groundwater would be disposed in compliance with the San Francisco Bay RWQCB requirements.

Post-construction, the project site would be consistent with existing conditions as most of the site would be covered in impervious surface. The proposed project would result in approximately 56,306 square feet of impervious surface and approximately 3,440 square feet of pervious surface onsite. Additionally, the offsite improvements would create approximately 9,789 square feet of impervious surface and 299 square



feet of previous surface. The proposed project is a C.3 Regulated Project per the MRP Provision C.3.b and must implement treatment measures for the entire area and offsite improvements. The onsite and offsite treatment measures would consist of three bioretention areas that ultimately direct the treated stormwater runoff to the City's existing stormwater infrastructure located near the corner of S. Claremont Street and 10th Avenue. Additionally, the proposed project would provide approximately 4,024 square feet of landscaped areas throughout the site and along the project frontages. The bioretention areas and landscaping would provide some opportunity for infiltration for groundwater recharge. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere with local groundwater recharge and impacts would be less than significant with implementation of Mitigation Measure GEO-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure GEO-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) **Result in substantial erosion or siltation on- or off-site;**
 - ii) **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
 - iii) **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;**
 - iv) **Impede or redirect flood flows**
-

Impact Analysis

- i) Result in substantial erosion or siltation on- or off-site;

The proposed project would not substantially alter the existing drainage pattern of the site or area. As discussed, project construction activities would include demolition, grading, paving, building construction, installation of utilities, frontage improvements, landscaping, and painting activities. These activities have the potential to generate stormwater runoff and to discharge pollutants, such as fuels, solvents, oil, paints, and trash, into the City's storm drainage system. However, the proposed project would implement Mitigation Measure HYD-1 and prepare a SWPPP in accordance with the NPDES General Construction Permit. The SWPPP would include BMPs, which would be implemented during construction activities to reduce the potential of erosion. Therefore, with implementation of Mitigation Measure HYD-1, the project's construction would not result in substantial soil erosion or siltation and impacts would be less than significant.



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Post-construction, the project site would be consistent with existing conditions as most of the site would be covered in impervious surfaces and pervious surfaces would be landscaped and maintained to prevent erosion. The proposed project is a C.3 Regulated Project per the MRP Provision C.3.b and must implement treatment measures for the entire area and offsite improvements. The onsite and offsite treatment measures consist of three bioretention areas that would ultimately direct treated stormwater runoff to the City's existing stormwater infrastructure and would reduce potential erosion or siltation offsite. Therefore, the operation of the proposed project is not anticipated to result in substantial soil erosion or the loss of topsoil and impacts would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

The 1.37-acre project site is fully paved and developed with three buildings totaling approximately 25,186 square feet. Redevelopment of the project site would result in approximately 56,306 square feet of impervious surface and approximately 3,440 square feet of pervious surface onsite. Additionally, the offsite improvements would create approximately 9,789 square feet of impervious surface and 299 square feet of pervious surface. The proposed project would not result in substantial changes to the amount of pervious and impervious surfaces onsite or offsite. Therefore, the proposed project would not increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite. The proposed project would design and construct the storm drainage improvements in accordance with applicable City requirements and the MRP to control the volume of surface runoff from the site. As such, impacts would be less than significant.

iii) 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

As described above, most of the project site is currently paved and redevelopment of the site with the proposed project would not result in substantial changes to the amount of pervious and impervious surfaces onsite. Construction and operation of the proposed project would have the potential to generate stormwater runoff and to discharge pollutants, such as fuel, solvents, oil, paints, and trash. Construction activities would conform to the requirements of the NPDES General Construction Permit, which involves the preparation and implementation of a SWPPP. The SWPPP would be implemented as required by Mitigation Measure HYD-1 and specify BMPs to incorporate during construction to prevent, control, and minimize polluted runoff.

During operation, stormwater runoff generated at the project site would be directed toward the three bioretention basins where it would retain and treat onsite runoff prior to being discharged into the public stormwater system. The onsite storm drainage system would be designed and constructed in accordance with City's stormwater requirements and MRP. Therefore, the project's operation would not create or contribute runoff that would exceed the capacity of the stormwater drainage system or provide substantial additional sources of polluted runoff and impacts would be less than significant with implementation of Mitigation Measure HYD-1.

iv) Impede or redirect flood flows

According to FEMA FIRM #06081C0162F, the project site is designated as Zone X (FEMA 2015). Zone X is defined as areas not within either a 100-year or 500-year flood zone and an area with minimal flood



hazards. As the project site is not located within a FEMA flood zone, the proposed project would not impede or redirect flood flows. No impact would occur.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact Analysis

As discussed, the project site is designated as Zone X or an area of minimal flood hazard by FEMA and therefore, is not located within a flood hazard area. Additionally, the project site would not be susceptible to seiche or tsunami. The project site is not located in the City's identified tsunami evacuation zone and the City's General Plan EIR identifies that a seiche occurring in the San Francisco Bay is considered unlikely and there are no large bodies of water within the City that could trigger a seiche (City of San Mateo 2023). However, the project site is located within the potential inundation area for the Lower Crystal Springs Dam (City of San Mateo 2023). The City's General Plan EIR identified that the probability of dam failure is very low and the City has never been impacted by a major dam failure. Because the likelihood of catastrophic dam failure is very low, impacts related to the release of pollutants due to dam inundation are not considered to be significant. Therefore, the proposed project is not at risk of the release of pollutants due to project inundation and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Analysis

San Mateo is under the jurisdiction of the San Francisco Bay RWQCB, and the proposed project would be required to comply with the policies and objectives of the San Francisco Bay RWQCB's Water Quality Control Plan (Basin Plan). As stated previously under Impact HYD-1, the proposed project would be required to obtain an NPDES Construction General Permit and implement a SWPPP. The SWPPP would incorporate BMPs that would meet the requirements of the San Francisco Bay RWQCB's Basin Plan to



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reduce potential impacts to water quality. Therefore, the proposed project would not conflict with or obstruct the implementation of a water quality control plan.

Additionally, the City is within the San Mateo Plain Subbasin of the Santa Clara Valley Groundwater Basin which is designated as a very low priority basin and therefore, is not regulated under the Sustainable Groundwater Management Act. Furthermore, groundwater is not utilized for municipal water supply in the City (City of San Mateo 2023). The proposed project would not interfere with groundwater recharge or substantially deplete groundwater supplies. Any groundwater extracted during construction dewatering would be temporary and completed in accordance with the recommendations identified in the Geotechnical Engineering Report, as required by Mitigation Measure GEO-1. Therefore, the proposed project would not obstruct or conflict with the San Francisco Bay RWQCB's Basin Plan or a groundwater management plan, and impacts would be less than significant with implementation of Mitigation Measure HYD-1 and Mitigation Measure GEO-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures HYD-1 and GEO-1 are required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.



3.11 LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

3.11.1 Environmental Setting

The 1.37-acre site is developed with three buildings totaling approximately 25,186 square feet that are either vacant or occupied by various automobile repair businesses. The project site is bounded by S. Claremont Street to the east, S. Railroad Avenue to the west, 10th Avenue to the south, and commercial and office uses to the north. Other land uses surrounding the project site include single-family residential uses and automobile-related uses to the east; commercial and automobile-related uses to the south; and Caltrain tracks to the west, beyond which consists of residential uses.

The City's General Plan designates the project site as Service Commercial/Light Industrial, which is intended for a wide range of service commercial and light industrial facilities. Examples of uses in this land use include facilities that provide city-wide and regional services, such as auto repair services, building material yards, overnight boarding of animals, and industrial uses with light manufacturing, warehousing, and/ or distribution facilities. New residential uses are not allowed. Additionally, the project site is zoned Manufacturing (M1) by the San Mateo Zoning and Development Code. The Manufacturing zoning district is intended to create and maintain light manufacturing, warehousing, and distribution facilities where air emissions, noise generation, and hazardous materials handling are limited. The proposed project involves the development of a self-storage facility, which is a permitted use in the Manufacturing (M1) zoning district.

3.11.2 Methodology

The evaluation of potential land use impacts was based on a review of applicable land use documents, including the City's General Plan, General Plan EIR, and the San Mateo Municipal Code.

3.11.3 Environmental Impact Analysis

This section discusses potential impacts related to land use and planning associated with the proposed project and provides mitigation measures where necessary.



Impact LU-1 Physically divide an established community?

Impact Analysis

The project site is located in an urbanized area and developed with three buildings that are either vacant or occupied by various automobile repair businesses. The proposed project would retain and rehabilitate the three existing buildings for operation of a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of approximately 51,873 square feet. The proposed project would be accommodated by the existing roadway network and would not involve the construction of new roadways, which would preclude access to adjacent developments. Therefore, the proposed project would not physically divide an established community, and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Analysis

The project site is currently designated Service Commercial/Light Industrial by the City's General Plan and zoned Manufacturing (M1). The proposed project would retain and rehabilitate the three existing buildings for operation of a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of approximately 51,873 square feet including a basement level. The proposed project would provide a service commercial use consistent with the intent of the Service Commercial/Light Industrial land use designation. Additionally, self-storage facilities are permitted within the Manufacturing (M1) zoning district.

The proposed project would be subject to the development standards for the Manufacturing (M1) zoning district. The four storage buildings would total approximately 76,767 square feet and provide 118 wine storage units, 591 storage units, 717 storage lockers, and approximately 2,028 square feet of office space. The three existing buildings are approximately 33 feet 11 inches tall and appear similar in design with gable-hipped roofs and corrugated metal walls. The proposed project would retain the exterior facades and configurations of the three existing buildings. Proposed improvements to the existing buildings would generally include demolishing non-historic interior walls; repairing and/or replacing damaged window frames, broken windowpanes, and corrugated metal walls; repainting exterior walls; and installing new corrugated metal roofs. The proposed project would retain the existing windows/window openings and doors/door openings.

In addition, the proposed project would construct a new two-story storage building that is 30 feet tall. The new two-story storage building would incorporate corrugated metal roof cladding on visible roof surfaces,



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corrugated metal wall cladding at the second story, metal roll-up vehicular and freight entry doors, and multi-pane windows for compatibility with the existing buildings. The three existing buildings and the new two-story building would be consistent with the maximum height requirements for the site, as identified in the Service Commercial General Plan land use designation, which allows buildings up to three stories in height. Additionally, the proposed project would be subject to Site Plan and Architectural Review in accordance with Section 27.04.130 of the San Mateo Municipal Code. The City's Site Plan and Architectural Review process would ensure the project design is compatible with the existing buildings and the surrounding land uses. Therefore, the proposed project would not conflict with the City's General Plan or zoning and development code, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



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3.12 MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be a 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?	☐	☐	☐	☒

3.12.1 Environmental Setting

The California Geologic Survey classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1977. These MRZs identify whether known or inferred significant mineral resources are present in an area. Local governments are required to incorporate identified MRZs delineated by the State into their general plan.

According to the City's General Plan EIR, the DOC, and State Mining and Geology Board, there are no known significant mineral resources within the City. A majority of the City is categorized as MRZ-1, except for the Coyote Point area at the northern end of the City, which is categorized as MRZ-3 (City of San Mateo 2023). MRZ-1 are areas where adequate information indicates that no significant mineral deposits are present, or where it's judged that little likelihood exists for their presence. MRZ-3 are areas containing mineral deposits the significance of which cannot be evaluated from available data.

3.12.2 Methodology

The following analysis is based on a review of the City's General Plan EIR and the DOC's Mineral Land Classification map (DOC 1982).

3.12.3 Environmental Impact Analysis

This section discusses potential impacts on mineral resources associated with the proposed project and provides mitigation measures where necessary.

Impact MIN-1 Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

Impact Analysis

The project site is within an area mapped as MRZ-1, which is defined as areas that contain no significant mineral deposits (DOC 1982). No mineral extraction activities exist on or near the site, and mineral extraction activities are not included as part of the proposed project. Therefore, the proposed project



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would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State, and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact MIN-2 Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Impact Analysis

As discussed, the project site does not contain any mineral resources, mineral resource production areas, nor is it in proximity to an area with identified mineral resources. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



3.13 NOISE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

3.13.1 Environmental Setting

Noise Fundamentals and Terminology

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighed more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dBA and referred to as A-weighted decibels. There is a strong correlation between dBA and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. Table 3.13-1 defines sound measurements and other terminology used in this analysis, and Table 3.13-2 summarizes typical A-weighted sound levels for different noise sources.



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With respect to how humans perceive and react to changes in noise levels, a 1-dBA increase is imperceptible, a 3-dBA increase is barely perceptible, a 5-dBA increase is clearly noticeable, and a 10-dBA increase is subjectively perceived as approximately twice as loud (Egan 2007). These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. These statistical indicators are thought to be most applicable to noise levels in the range of 50 to 70 dBA, as this is the usual range of voice and interior noise levels. Numbers of agencies and municipalities have developed or adopted noise level standards consistent with these and other similar studies to help prevent annoyance and to protect against the degradation of the existing noise environment.

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (L_{eq}), the minimum and maximum sound levels (L_{min} and L_{max}), percentile-exceeded sound levels (such as L_{10} , L_{20}), the day-night sound level (L_{dn}), and the community noise equivalent level (CNEL). L_{dn} and CNEL values differ by less than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

For a point source, such as a stationary compressor or construction equipment, sound attenuates based on geometry at a rate of 6 dB per doubling of distance. For a line source, such as free-flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance (FHWA 2011a, FHWA 2011b). Atmospheric conditions, including wind, temperature gradients, and humidity, can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustic energy also affects sound propagation. Sound that travels over an acoustic absorptive surface, such as grass, attenuates at a greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of 1-2 dB per doubling of distance. Barriers, such as buildings and topography that block the line of sight between a source and receiver, also increase the attenuation of sound over distance.



Table 3.13-1: Definition of Sound Measurement

Sound Measurements	Definition
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dBA)	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
C-Weighted Decibel (dBC)	The sound pressure level in decibels as measured using the C- weighting filter network. The C-weighting is very close to an unweighted or flat response. C-weighting is only used in special cases when low-frequency noise is of particular importance. A comparison of measured A- and C-weighted level gives an indication of low frequency content.
Maximum Sound Level (Lmax)	The maximum sound level measured during the measurement period.
Minimum Sound Level (Lmin)	The minimum sound level measured during the measurement period.
Equivalent Sound Level (Leq)	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (Lxx)	The sound level exceeded xx % of a specific time period. L10 is the sound level exceeded 10% of the time. L90 is the sound level exceeded 90% of the time. L90 is often considered to be representative of the background noise level in a given area.
Day-Night Level (Ldn)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Peak Particle Velocity (Peak Velocity or PPV)	A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/second.
Frequency: Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.

Source: Federal Highway Administration Construction Noise Handbook 2006



Table 3.13-2: Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet flyover at 1,000 feet	-110-	Rock band
Gas lawnmower at 3 feet	-100-	
	-90-	
Diesel truck at 50 feet at 50 MPH	-80-	Food blender at 3 feet
Noisy urban area, daytime	-70-	Garbage disposal at 3 feet
Gas lawnmower, 100 feet	-60-	Vacuum cleaner at 10 feet
Commercial area	-50-	Normal speech at 3 feet
Heavy traffic at 300 feet	-40-	
Quiet urban daytime	-30-	Large business office
Quiet urban nighttime	-20-	Dishwasher in next room
Quiet suburban nighttime	-10-	Theater, large conference room (Background)
Quiet rural nighttime	-0-	Library
		Bedroom at night, concert hall (Background)
		Broadcast/recording studio

Notes:

dBA = A-weighted decibels

MPH = miles per hour

Decibel Addition

Because decibels are logarithmic units, sound pressure levels cannot be added or subtracted through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one source produces a sound pressure level of 70 dBA, two identical sources would combine to produce 73 dBA. The cumulative sound level of any number of sources can be determined using decibel addition.

Vibration Standards

Vibration is like noise such that noise involves a source, a transmission path, and a receiver. While related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to vibration depends on their



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individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception, as well as damage to structures, have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 3.13-3 notes the general threshold at which human annoyance could occur is 0.1 in/sec PPV. Table 3.13-4 indicates the threshold for damage to structures ranges from 0.12 to 2.0 in/sec PPV.

Table 3.13-3: Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.1
Severe	2.0	0.4

Notes:

Transient sources create a single isolated vibration event such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seal equipment, vibratory pile drivers, and vibratory compaction equipment.

in/sec = inches per second

PPV = peak particle velocity

Source: California Department of Transportation 2004

Table 3.13-4: Guideline Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structure	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation 2004



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Operation of heavy construction equipment, particularly pile driving and other impact devices, such as pavement breakers, create seismic waves that radiate along the surface of the earth and downward into the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance would result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes would decrease with increasing distance.

Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in in/sec) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as PPV. Table 3.13-5 summarizes typical vibration source levels generated by various construction equipment.

Table 3.13-5: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 Feet
Roller	0.21
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

Notes: PPV = peak particle velocity

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. The following equation can be used to estimate the vibration level at a given distance for typical soil conditions (FTA 2018). PPVref is the reference PPV from Table 3.13-5:

$$PPV = PPV_{ref} \times (25/Distance)^{1.5}$$

Identification of Sensitive Receptors and Existing Ambient Noise Levels

Sensitive Receptors

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are considered to be more sensitive to noise intrusion than commercial or industrial activities. Ambient noise levels can also affect the perceived desirability or livability of a development.

The project site is located south of downtown San Mateo at 922-980 S. Claremont Street. The project site is within a portion of the City that is primarily developed with commercial, office, automobile repair businesses, and residential uses. Primary roadways within 0.5-mile of the project site include El Camino



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Real, US Highway 101, and State Route 92. Additionally, the project site is located just east of the Caltrain corridor.

The project site is bounded by S. Claremont Street to the east, S. Railroad Avenue to the west, 10th Avenue to the south, and commercial and office uses to the north. Other land uses surrounding the project site include single-family residential uses and automobile-related uses to the east; commercial and automobile-related uses to the south; and Caltrain tracks to the west, beyond which consists of residential uses.

Nearby sensitive receptors to the project site include residential units to the north and east of the project site, along Delaware Street approximately 170 feet from the proposed project, and to the west and south, along S. B Street approximately 140 feet from the proposed project. The nearest noise sensitive receptors to the project site are single-family homes along S. B Street approximately 140 feet from the project site's western boundary.

The project site is fully developed with three single-story buildings totaling approximately 25,186 square feet. The three buildings were constructed by PG&E in the early 1930s for operation of a service center and have been used for a variety of light industrial purposes since the mid-1970's. According to the Historic Resources Evaluations prepared by ARG, the three existing buildings are eligible for the CRHR at the local level for association with San Mateo's role as a regional center and with PG&E's early expansion in the San Francisco Bay Area. This means the three buildings on the project site are considered vibration sensitive receptors.

Ambient Noise Levels

The existing noise environment in a project area is characterized by the area's general level of development, due to the high correlation between the level of development and ambient noise levels. Areas that are not urbanized are relatively quiet, while areas that are more urbanized are noisier as a result of roadway traffic, industrial activities, and other human activities.

The City and the project site are primarily exposed to noise generated by traffic on major roadways, such as US Highway 101, State Route 92, and El Camino Real, and by the Caltrain tracks. Other sources of noise within the City include traffic on local roadways, aircraft flyovers, commercial activity, pedestrian activity, and nature-based noises. Contour maps showing the noise generated by future traffic levels and current rail activities are shown in Figure N-2 and Figure N-3 in the San Mateo General Plan 2040 document, respectively. According to Figure N-2, noise generated by future traffic at the project site and surrounding receptors is anticipated to be between 60 to 65 dB(A) Ldn. Figure N-3 shows the noise level from current rail activity exceeds 70 dB(A) Ldn at the project site and the surrounding receptors.

3.13.2 Methodology

In accordance with the requirements of CEQA, the noise analysis evaluates the project's noise sources to determine the impact of the proposed project on the existing ambient noise environment. The City's noise contours were used to provide baseline noise conditions at nearby sensitive receptors and within the



project site vicinity. For the purpose of this analysis, potentially sensitive receptors were determined by reviewing current aerial photography.

The Federal Highway Administration Roadway Construction Noise Model (RCNM) was used to determine noise generated from construction activities. The RCNM is used as the Federal Highway Administration's national standard for predicting noise generated from construction activities. The RCNM analysis includes the calculation of noise levels (Lmax and Leq) at incremental distances for a variety of construction equipment. The spreadsheet inputs include acoustical use factors, Lmax values, and Leq values at various distances, depending on the ambient noise measurement location. Construction noise levels were calculated for each phase of construction based on the equipment list contained in the Air Quality analysis in Section 3.3. The construction noise calculations are provided in Appendix H.

Vibration from construction equipment is analyzed at the surrounding buildings and compared to the applicable California Department of Transportation building damage criteria to determine whether construction activities would generate vibration at levels that could result in building damage. Impacts from future project-related traffic were estimated using predicted traffic trip counts associated with the proposed project as prepared by Stantec (Appendix I).

Noise from the project's mechanical and heating, ventilation, and air conditioning systems would operate regularly and are therefore required to comply with the maximum noise limits listed in Table 7.30.040 of the San Mateo Municipal Code.

3.13.3 Environmental Impact Analysis

This section discusses potential impacts related to noise associated with the proposed project and provides mitigation measures where necessary.

Impact NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis

Exterior Traffic Noise Level Impacts

Traffic noise depends primarily on traffic speed (tire noise increases with speed) and the proportion of truck traffic (trucks generate engine, exhaust, and wind noise in addition to tire noise). Changes in traffic volumes can also have an impact on overall traffic noise levels. For example, it takes 25 percent more traffic volume to produce an increase of only 1 dBA in the ambient noise level. For roads already heavy with traffic volume, an increase in traffic numbers could even reduce noise because the heavier volumes could slow down the average speed of the vehicles. A doubling of traffic volume results in a 3 dBA increase in noise levels.

Based on the project trip generation (Appendix I), the operation of the proposed project would result in a reduction of vehicle trips on the local roadways as compared with the current usage of the site. Therefore,



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the proposed project would not cause increased traffic noise levels over the baseline conditions at the neighboring sensitive receptors, and this impact would be less than significant.

Fixed-Source Noise Level Impacts

Typical commercial construction, including storage facilities, will often involve new rooftop mechanical equipment, such as air handling units and exhaust fans. This equipment will generate noise that will radiate to the neighboring properties. The noise from this equipment will again be required to comply with Section 7.30.040, Maximum Permissible Sound Levels, in the San Mateo Municipal Code. Thus, when the actual onsite equipment is selected, the equipment would be designed to incorporate measures as needed, such as shielding, barriers, and/or attenuators, to reduce noise levels that may affect nearby properties. Therefore, the impact of fixed-source noise to the neighboring properties would be less than significant.

Trash Pickup Noise Impacts

The proposed project would have a trash enclosure situated in the center of the site between Building B and Building D. Trash trucks would enter the project site from S. Claremont Street and exit on 10th Avenue. The trash enclosure would not directly face any noise-sensitive receptors and would be well-shielded from the surrounding residential homes by the existing and new buildings. Activity from garbage truck traffic and trash pickup would remain similar as currently experienced with the commercial uses already around the site and therefore, noise from trash pickup associated with the proposed project would have a less than significant impact.

Short-Term Construction Noise Impacts

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the project site. This increased traffic would be comprised of vehicles, medium trucks, and heavy trucks.

It is anticipated that construction activities would take approximately 1.5 years to complete. Project construction activities would comply with the San Mateo Municipal Code, which requires construction activities to occur on weekdays between 7:00 a.m. and 7:00 p.m., on Saturdays between 9:00 a.m. and 5:00 p.m., and on Sundays and holidays between 12:00 p.m. and 4:00 p.m. The construction activities would require up to 15 workers per day during peak construction. This is not a sufficient volume of traffic to increase traffic noise in the surrounding area. Therefore, the impact of construction traffic noise to the neighboring community would be less than significant.

The second type of short-term noise impact is related to noise generated during construction. Construction activities would include demolition, grading, site construction, paving, and architectural coating. Each construction stage has its own mix of equipment and, consequently, its own noise characteristics. These various construction operations would change the character of the noise generated at the project site, and therefore, the exterior noise level as construction progresses. The loudest phases of construction typically involve earthmoving and grading equipment.



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Table 3.13-6 lists the types of construction equipment that may be used throughout construction and the maximum and average operational noise level as measured at 140 feet from the operating equipment. The 140-foot distance represents the approximate distance between the project site and the nearest noise-sensitive receptor, which are the single-family residences located along S. B Street.

Table 3.13-6: Federal Highway Administration Roadway Construction Noise Model Noise Sources

Construction Equipment Source	Distance to Nearest Sensitive Receptor, feet	Estimated Sound Level at Receptor		
		Lmax, dBA	Acoustical Use Factor (%)	Leq, dBA
Air Compressor	140	68.7	40	64.7
Backhoe	140	68.6	40	64.6
Concrete Mixer Truck	140	69.9	40	65.9
Concrete Saw	140	80.6	20	73.6
Crane	140	71.6	16	63.6
Dozer	140	72.7	40	68.7
Front End Loader	140	70.2	40	66.2
Generator	140	71.7	50	68.7
Gradall (Forklift)	140	74.5	40	70.5
Grader	140	76.1	40	72.1
Paver and Paving Equipment	140	68.3	50	65.3
Roller	140	71.1	20	64.1
Tractor	140	75.1	40	71.1
Welder	140	65.1	40	61.1

Notes:

Leq = equivalent sound level

Lmax = maximum sound level

Source: Stantec 2026, Federal Highway Administration RCNM, v1.1, 2008

The construction of the entire project would be conducted in five sequential stages, and each stage would use different pieces of construction equipment. The main noise-producing equipment for each construction stage is shown in Table 3.13-7.



Table 3.13-7: Construction Stage and Equipment

Construction Stage	Planned Equipment
Demolition	- Concrete Saw - Tractor - Backhoe - Dozer - Front End Loader
Grading	- Grader - Tractor - Dozer - Front End Loader
Site Construction	- Crane - Generator - Welders (3) - Gradall (Forklift) - Tractor
Paving	- Concrete Mixer Truck - Paving Equipment - Tractor - Paver - Roller
Architectural Coating	Air Compressor

A worst-case condition for construction activity would assume that all noise-generating equipment was operating at the same time and at the same distance away from the nearest noise-sensitive receptor. Using this assumption, the RCNM program calculated the following combined Leq and Lmax noise levels from each stage of construction as shown in Table 3.13-8.

Table 3.13-8: Calculated Noise Level from Each Construction Stage

Construction Stage	Distance to Closest Noise Sensitive Receptor, feet	Calculated Leq, dBA	Calculated Lmax, dBA
Demolition	140	77.0	82.6
Grading	140	76.1	80.1
Site Construction	140	75.7	80.0
Paving	140	74.1	78.4
Architectural Coating	140	64.7	68.7

Notes:
dBA = A-weighted decibel
Leq = equivalent sound level
Lmax = maximum sound level

Although noise levels could range into the conditionally acceptable to normally unacceptable ranges, as defined by Table N-1, Land Use Compatibility Guidelines, in the Noise Element of the San Mateo General Plan, increases in noise levels from construction activity would be temporary. Also, all construction activities would follow the following restrictions listed in the San Mateo Municipal Code:



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

(1) *No individual piece of equipment shall produce a noise level exceeding 90 dB at a distance of 25 feet. If the device is housed within a structure or trailer on the property, the measurement shall be made outside the structure at a distance as close to 25 feet from the equipment as possible.*

(2) *The noise level at any point outside of the property plane of the project shall not exceed 90 dB.*

In conclusion, construction noise would be short-term and intermittent. Furthermore, all construction activities would follow the restrictions in the San Mateo General Plan and San Mateo Municipal Code, therefore, impacts from short-term construction noise would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact NOI-2 Generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis

Offsite Receptors

During construction of the proposed project, equipment such as bulldozers, rollers, and trucks may be used no closer than 140 feet from the nearest sensitive receptors. Construction equipment that would be used during project construction would generate vibration levels between 0.0002 PPV and 0.016 PPV at a distance of 140 feet, as shown in Table 3.13-9. All the groundborne vibration levels are below the Federal Transit Administration vibration threshold at which human annoyance could occur at 0.10 PPV. Additionally, construction activities would be temporary in nature and both construction and operation activities would occur during normal daytime working hours. Therefore, equipment vibration is not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. As such, implementation of the proposed project would have a less than significant impact related to vibration on offsite receptors.



Table 3.13-9: Vibration Source Levels for Construction Equipment

Type of Equipment	Peak Particle Velocity at 25 Feet	Peak Particle Velocity at 50 Feet	Peak Particle Velocity at 140 Feet	Threshold at which Human Annoyance Could Occur	Potential for Proposed Project to Exceed Threshold
Roller	0.210	0.074	0.016	0.10	None
Large bulldozer	0.089	0.032	0.007	0.10	None
Loaded trucks	0.076	0.027	0.006	0.10	None
Small bulldozer	0.003	0.001	0.0002	0.10	None

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018

Onsite Receptors

During construction of the proposed project, equipment such as bulldozers, rollers, and trucks would be used on the project site in close proximity to the three existing historic single-story buildings. Vibration levels generated from construction equipment are calculated to exceed the historic building damage potential criterion of 0.25 PPV for continuous/frequent sources as shown in Table 3.13-4 at the following distances:

- Roller: Within 23 feet of the existing historic buildings.
- Large Bulldozer: Within 13 feet of the existing historic buildings.
- Loaded Trucks: Within 12 feet of the existing historic buildings.
- Small Bulldozer: Within 7 feet of the existing historic buildings.

San Mateo General Plan Policy N 2.7 and the Federal Transit Administration offer construction vibration mitigation measures listed in Step 5 within Section 7.2, Construction Vibration Assessment, in the Transit Noise and Vibration Impact Assessment Manual. The General Plan Policy N 2.7 and applicable measures in the FTA manual are included in Mitigation Measure NOI-1.

Implementation of Mitigation Measure NOI-1 would follow the recommendations provided by the San Mateo General Plan and the Federal Transit Administration; therefore, impacts would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM NOI-1: Construction Vibration Monitoring Plan – The Applicant and contractor shall follow the construction vibration mitigation measures listed in Policy N 2.7 in the San Mateo



General Plan and Step 5 within Section 7.2, Construction Vibration Assessment, in the Federal Transit Administration 2018 Transit Noise and Vibration Impact Assessment Manual.

The Applicant and contractor shall implement a Construction Vibration Monitoring Plan to document conditions prior to, during, and after vibration generating demolition and construction activities. All monitoring plan tasks shall be undertaken under the direction of a licensed Professional Engineer in the State of California. Initial placement of sensors, data, and corrective actions shall be reviewed by a licensed Professional Structural Engineer in the State of California and shall demonstrate how vibration levels during demolition and construction will not exceed 0.25 in/sec peak particle velocity (PPV) at any of the three existing historic buildings located on the project site, subject to all standards and best management practices (BMPs), in accordance with industry-accepted standard methods. The Construction Vibration Monitoring Plan shall be submitted to the City of San Mateo Building and Planning Divisions subject to satisfaction of the Community Development Director or their designee prior to issuance of any demolition, grading, or building permits, whichever occurs first, and shall incorporate the following measures:

- a) A list of all heavy construction equipment to be used for this project known to produce high vibration levels (e.g., tracked vehicles, vibratory compaction, jackhammers, hoe rams, clam shovel drop, vibratory roller, etc.) shall be submitted to the City by the contractor, along with a list of smaller equipment (less than 18,000 pounds) to be used onsite or for offsite improvements near the existing historic buildings on the project site. The following equipment shall not be used within the specified distance from any of the existing historic buildings on the project site:
 - i. Roller: Within 23 feet of the existing historic buildings.
 - ii. Large Bulldozer: Within 13 feet of the existing historic buildings.
 - iii. Loaded Trucks: Within 12 feet of the existing historic buildings.
 - iv. Small Bulldozer: Within 7 feet of the existing historic buildings.
- b) Smaller equipment (less than 18,000 pounds) shall be used near the existing historic buildings on the project site to minimize vibration levels. The smaller equipment intended to implement this requirement shall be individually identified among the list of equipment allowed for use near the existing historic buildings on site.
- c) Avoid dropping heavy equipment and using vibratory rollers within 25 feet of the existing historic buildings on the property. Use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 25 feet of the existing historic buildings on the property. Portable jackhammers, saws, or grinders shall be used where appropriate to minimize impacts to the ground.



- d) Additionally, the Construction Vibration Monitoring Plan shall include, but not be limited to, the following measures to address any potential cosmetic damage to the existing historic buildings on the project site:
- i. A description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.
 - ii. A list of all construction equipment to be used and the anticipated time of duration shall be submitted to the City by the contractor.
 - iii. Document conditions of the three existing historic buildings on the project prior to, during, and after vibration-generating construction activities. Perform a photo survey, elevation survey, and crack monitoring survey prior to any construction activity, after completion of demolition, after grading/excavation work, and after project completion. This shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of the foundations, walls, and other structural elements in the interior and exterior of said structures. Where the crack survey identifies damage to any of the historic buildings, the Applicant shall be responsible for any repairs.
 - iv. A plan to identify structures where and when monitoring would be conducted. If vibration levels exceed the limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.
 - v. A completed monitoring report and findings of the crack surveys and any repairs done shall be made available to the Building and Planning Divisions prior to final building inspection for demolition and start of superstructure construction, and final occupancy.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.

Impact NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Impact Analysis

There are no airports located within the City of San Mateo. The closest airports and helipads to the project site are the San Carlos Airport approximately 4.8 miles southeast of the project site, San Francisco International Airport approximately 5.3 miles northwest of the project site, and the Mills Peninsula Medical Center helipad approximately 4.2 miles northwest of the project site. The project site is



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more than 2 miles away from these airports and helipad and is not within the noise contour areas for an airport. However, the project site is located within AIA A for the San Carlos Airport and the San Francisco International Airport. AIA A does not place any restrictions on the types of land uses allowed and a review by the Airport Land Use Commission is not required for the proposed project. Therefore, the proposed project would not expose people residing in the area to excessive noise levels and there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



3.14 POPULATION AND HOUSING

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

3.14.1 Environmental Setting

San Mateo has the largest population in San Mateo County. As of January 1, 2025, the City had a population of 104,315 (DOF 2025). According to the General Plan EIR, the City had 62,440 jobs in 2019 and is projected to increase to 79,360 jobs by 2040. As such, the City expects approximately 16,920 net new jobs by 2040, which correlates to approximately 4,325,000 square feet of net new non-residential development (City of San Mateo 2023).

3.14.2 Methodology

The following evaluation of potential population, housing, and employment impacts associated with the proposed project was based on data obtained from applicable planning documents from the City. The following impact discussions consider the impacts of the proposed project related to employment, population, and housing in the City.

3.14.3 Environmental Impact Analysis

This section discusses potential impacts related to population and housing associated with the proposed project and provides mitigation measures where necessary.

Impact POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact Analysis

The project site is currently developed with various automobile repair businesses and would be redeveloped as a self-storage facility. The proposed project does not involve a residential component that would directly induce unplanned growth in the City's population. The project site would be served by existing roadways and infrastructure. Furthermore, operation of the proposed project would require a limited number of employees consisting of two to three employees upon buildout that would already



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reside in or near the City. Therefore, the proposed project would not directly or indirectly induce substantial unplanned population growth and there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis

The project site is currently developed with various automobile repair businesses and does not contain any residential dwellings or residences onsite. Therefore, the proposed project would not result in the displacement of people or housing that would necessitate the construction of replacement housing elsewhere and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



3.15 PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

3.15.1 Environmental Setting

Fire Protection

The City is served by SMC Fire which was formed by the establishment of a Joint Powers Authority and represents the merger of fire departments in the cities of Belmont, Foster City, and San Mateo. SMC Fire is responsible for protecting lives, property, and the environment from fire and hazardous materials exposure; providing emergency medical care; offering programs that prepare citizens for emergencies; and providing non-emergency services, including fire prevention and emergency preparedness. Out of the nine fire stations that SMC Fire operates, six of the stations are located within San Mateo (City of San Mateo 2023). The nearest fire stations to the project site are Station 21, located approximately 0.5-mile northwest of the project site, and Station 24, located approximately 0.5-mile northeast of the project site.

Police Protection

The City is served by SMPD. SMPD responds to approximately 90,000 incidents each year. On average, 1,300 of those are Priority 1 calls, where the call requires an immediate response and there is reason to believe that an immediate threat to life exists. For those calls, the response goal is to have the responding officer arrive on scene within 7 minutes of the call being dispatched (City of San Mateo 2023). SMPD operates out of its main station at 200 Franklin Parkway, located approximately 2 miles southeast of the project site.



Schools

The City is served by the San Mateo-Foster City School District (SMFCSD) and the San Mateo Union High School District (SMUHSD). SMFCSD educates approximately 11,000 students in preschool through eighth grades in 21 schools located in San Mateo and Foster City. The SMUHSD serves the communities of San Mateo, Burlingame, Foster City, Hillsborough, Millbrae, and San Bruno. SMUHSD serves approximately 9,000 students through six high schools (City of San Mateo 2023). The nearest school to the project site is Sunnybrae Elementary School located approximately 0.15-mile southeast of the project site.

Parks

As identified in the City's General Plan EIR, the City has a variety of parks including 16 neighborhood parks, 11 larger community parks, 6 recreation/community centers, the Shoreline and Sugarloaf regional park system, and several small "mini" parks. The City has approximately 794 acres of parks and open space and at the time of preparation of the General Plan EIR, the City had a total park and open space ratio of 7.35 acres of parks per 1,000 residents (City of San Mateo 2023). The nearest park to the project site is the San Mateo Central Park, located approximately 0.3-mile west of the project site.

Other Facilities

The San Mateo Public Library (SMPL) consists of the Main Library at 55 W. 3rd Avenue, the Hillsdale Library at 205 W. Hillsdale Boulevard, and the Marina Library at 1530 Susan Court (City of San Mateo 2023). The nearest SMPL facility is the Main Library located approximately 0.6-mile west of the project site.

3.15.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, General Plan EIR, the San Mateo Municipal Code, and Section 2.0, Project Description, of this ISMND.

3.15.3 Environmental Impact Analysis

This section discusses potential impacts on public services associated with the proposed project and provides mitigation measures where necessary.



Impact PUB-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

Impact Analysis

Fire Protection

The project site is fully developed and located within an area that is already served by SMC Fire. The proposed project does not involve a residential component that would directly increase demand on SMC Fire. It is anticipated the project operation would require two to three employees upon buildout, which would already reside in or near the City. As the project site is already served by SMC Fire and requires a limited number of onsite employees, the proposed project would not substantially increase demand for fire protection services.

The proposed project would be constructed in accordance with the fire protection requirements of the CBC, California Fire Code, and City standards related to fire safety such as installation of fire hydrants and sprinkler systems, providing water for fire suppression, and providing adequate emergency access through the site. Conformance with applicable requirements would reduce risks associated with fire hazards at the site and would reduce demand for fire protection services. The proposed project would also be required to pay the City's impact fees that are adopted at the time of project approval, which would offset the cost of fire protection and emergency service demands associated with the proposed project. Therefore, the proposed project would not substantially increase SMC Fire response times to the project site, nor would it require the construction of new or physically altered fire protection facilities. The impact would be less than significant.

Police Protection

As discussed, the project site is located in a developed area that is already served by SMPD. The proposed project does not involve a residential component that would directly increase demand on SMPD. Project operation would require two to three employees upon buildout, which would already reside in or near the City. As the proposed project would require a limited number of onsite employees and the site is already served by SMPD, the proposed project would not substantially impact SMPD response times. The proposed project would be designed and constructed to include security features such as lighting, perimeter and security fencing, and security camera monitoring. Additionally, an on-call manager would be onsite during business hours and available outside of business hours when not onsite to respond to security concerns. The driveways would be gated and secured during and outside of business hours. Additionally, the proposed project would be required to pay the City's impact fees that are adopted



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at the time of project approval, which would offset the cost of police service demands associated with the proposed project. Therefore, the proposed project would not substantially increase SMPD response times to the project site, nor would it require the construction of new or physically altered police facilities. The impact would be less than significant.

Schools

The proposed project does not include a residential component and therefore would not directly increase the demand on school facilities. The proposed project would generate a limited number of employees consisting of two to three employees at buildout. It is anticipated employees generated by the proposed project would already reside in or near the City. As such, the proposed project would have no impact on school facilities.

Parks

The proposed project would not involve a residential component or introduce a new population that would directly create additional demand on existing or planned park facilities. Furthermore, the proposed project would generate a limited number of employees consisting of two to three employees at buildout. It is expected employees generated by the proposed project would already reside in or near San Mateo. Therefore, the proposed project would not significantly affect the City's parkland ratios or result in the need for new or expanded park facilities. No impact would occur.

Other Public Facilities

As discussed, the proposed project would not generate a resident population that would substantially increase the demand for libraries or other public facilities. It is expected employees generated by the proposed project would already reside in or near the City and would not directly or indirectly increase the demand on other public facilities. Therefore, no impact would occur.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



3.16 RECREATION

Would the Project:	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 would 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?	☐	☐	☐	☒

3.16.1 Environmental Setting

As identified in the City's General Plan EIR, the City has a variety of parks including 16 neighborhood parks, 11 larger community parks, six recreation/community centers, the Shoreline and Sugarloaf regional park system, and several small "mini" parks. The City has approximately 794 acres of parks and open space and at the time of preparation of the General Plan EIR, the City had a total park and open space ratio of 7.35 acres of parks per 1,000 residents (City of San Mateo 2023). The nearest park to the project site is the San Mateo Central Park, located approximately 0.3-mile west of the project site.

3.16.2 Methodology

The following analysis is based on a review of the City's General Plan EIR and the San Mateo Municipal Code.

3.16.3 Environmental Impact Analysis

This section discusses potential impacts to recreation associated with the proposed project and provides mitigation measures where necessary.

Impact REC-1 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?

Impact Analysis

The proposed project would not include a residential component that would directly increase the City's residential population. Operation of the proposed project would generate a limited number of employees consisting of two to three employees upon buildout. It is expected the employees would already reside in or near the City and would not substantially increase the use of nearby recreation facilities. Therefore, the proposed project would not result in the deterioration of City recreational facilities and no impact would occur.



Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact REC-2 Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact Analysis

The proposed project involves the redevelopment of a 1.37-acre site with a self-storage facility. The scope of the proposed project does not include the construction or expansion of recreational facilities. Furthermore, the proposed project does not include a residential component that would necessitate the need for construction or expansion of new recreational facilities. The proposed project would not result in an adverse physical effect on the environment related to the construction or expansion of recreation facilities and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



3.17 TRANSPORTATION

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 Environmental Setting

The following section is based on the Vehicle Miles Traveled (VMT) Assessment memorandum prepared for the proposed project by Stantec on March 2, 2026. The VMT Assessment memorandum is provided in Appendix I.

Roadway System

S. Claremont Street, 10th Avenue, Railroad Avenue, and 9th Avenue are all designated as local streets in the immediate vicinity of the project site and are configured with two lanes (one lane each direction) and a posted speed limit of 25 miles per hour. Sidewalks are present and parking is allowed on both sides of the streets, with the exception of Railroad Avenue, which only has a sidewalk along the northeast side of the street. Caltrain railroad tracks run parallel to Railroad Avenue. Regional access to the project site is provided by State Route 82/El Camino Real on the west, State Route 92 to the south, and US Highway 101 to the east of the project site.

Active Transportation

Active transportation refers to non-motorized means of travel such as walking or biking. In order to allow pedestrians to access nearby transit stops and commercial and retail uses, sidewalks are present on the project frontage on S. Claremont Street, 10th Avenue, and Railroad Avenue. There are marked crosswalks at the intersections upstream (9th Avenue) and downstream (10th Avenue) of the project site. Bikeways are present on S. Claremont Street and 9th Avenue.

Transit Facilities

SamTrans provides bus service throughout San Mateo County. Routes 53, 53P, and 292 provide service along Delaware Street with the nearest bus stop at the 10th Avenue intersection, which is approximately 600 feet from the project driveway. Caltrain provides commuter rail service for regional travel that connects San Mateo to San Francisco and San Jose. The San Mateo Downtown Caltrain station is



located approximately 0.9-mile northwest of the project site, and Hayward Park Caltrain station is located approximately 1 mile southeast of the project site. Redi-Wheels is a paratransit service provided for seniors and disabled riders.

3.17.2 Methodology

Originally signed by the Governor in 2013, SB 743 requires the Governor's Office of Land Use and Climate Innovation to identify new metrics for the identification of transportation related impacts within CEQA. On December 28, 2018, regulatory changes to the CEQA Guidelines that implement SB 743 were approved, establishing VMT as the new metric for transportation analysis. Within CEQA, a project's effect on vehicle delay shall not constitute a significant transportation impact (Section 15064.3[a]). Thresholds for determining a project's significant transportation impact shall be pursuant to Section 15064.3 of the State CEQA Guidelines. The Governor's Office of Land Use and Climate Innovation released a Technical Advisory that contains recommendations for assessing VMT, thresholds of significance, and mitigation measures (LCI 2018). On July 1, 2020, statewide implementation occurred.

The City of San Mateo Transportation Impact Analysis Guidelines, June 2020, provides guidance for the preparation of CEQA transportation analysis. Based on the City's guidelines, if a project meets certain screening criteria, a detailed VMT analysis would not be required. A project that meets at least one of the following five screening criteria would have a less than significant VMT impact and is not required to prepare a detailed CEQA transportation analysis:

1. Small Projects
2. Provision of affordable housing
3. Local-Serving Retail
4. Project located in a High-Quality Transit Area
5. Project located in a low VMT area

As discussed in the VMT Assessment memorandum (Appendix I) prepared by Stantec on March 2, 2026, the proposed project is considered a small project and located in a low VMT area. Therefore, the proposed project meets Screening Criteria #1 and Screening Criteria #5, and a detailed VMT analysis is not required for the proposed project.

3.17.3 Environmental Impact Analysis

Impact TRANS-1 Conflict with program, plan, ordinance or policy addressing the circulation system, including transit roadway, bicycle and pedestrian facilities?

Impact Analysis

During construction, the proposed project would generate traffic through the transport of workers, equipment, and materials to and from the project site. It is currently anticipated that project construction would take approximately 1.5 years. All construction materials and equipment would be staged on the 1.37-acre site. The construction activities would generally occur within the project site; however, work



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would extend into S. Claremont Street, S. Railroad Avenue, and 10th Avenue for utility connections and construction of the offsite frontage improvements. Full roadway closures are not anticipated to be required to accommodate project construction. Traffic control measures would be implemented if necessary for offsite work to ensure adequate circulation and emergency access is provided. Any lane closures would require an encroachment permit from the City. Therefore, the project construction activities would not conflict with a program, plan, ordinance or policy addressing the circulation system and this impact would be less than significant.

During operation, the project site would be accessed via the existing 24-foot-wide driveway on S. Claremont Street. Internal access would be provided by a two-lane drive aisle to access the surface parking lot. The two-lane drive aisle would be 20 feet 8 inches wide to allow emergency vehicles, moving trucks, and garbage trucks access to the site. Vehicles would be directed to exit the site from the existing 20-foot-wide driveway on 10th Avenue; however, the two-lane drive aisle would allow vehicles to also exit from the driveway on S. Claremont Street. Additionally, the proposed project would involve reconstruction of the existing sidewalks, curbs, and gutters; and repaving and restriping the segments of each roadway that front the project site. Operation of the proposed project would not result in modifications to the existing roadway network, bicycle facilities, or bus system. As such, operation of the proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. This impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact TRANS-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision(b)?

Impact Analysis

As discussed, the City of San Mateo adopted Transportation Impact Analysis Guidelines in June 2020 that provides guidance for the preparation of CEQA transportation analysis. The City's guidelines establish that small projects, generating or attracting fewer than 110 vehicle trips per day, are presumed to have a less than significant impact. As shown in Table 3.17-1, the proposed project is anticipated to generate approximately 99 daily trips.



Table 3.17-1: Trip Generation

	Amount	Units	AM Peak Hour ¹			PM Peak Hour ²			ADT
			In	Out	Total	In	Out	Total	
Trip Rates									
Mini Warehouse (151)	-	TSF	59%	41%	0.08	48%	52%	0.14	1.29
Automobile Care Center (942)	-	TSF	66%	34%	3.87	46%	54%	4.90	33.89
Trip Generation									
Storage - proposed	76.767	TSF	4	2	6	5	6	11	99
Auto repair - existing	25.186	TSF	64	33	97	57	66	123	854
Net New Trips	51.581	TSF	-60	-31	-91	-52	-60	-112	-755

Trip Rate Source: Institute of Transportation Engineers (ITE), Trip Generation Manual 12th Edition, 2025

ADT - Average Daily Trips

TSF - Thousand Square Feet

¹Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 AM and 9 AM

²Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 PM and 6 PM

Taking credit for the trips from the existing use, the proposed project would generate approximately 755 fewer daily trips than the existing use that it replaces. In accordance with the City's guidelines, the proposed project meets the small projects screening criteria since the project generates fewer than 110 daily trips.

In addition, the City's Guidelines establish that employment projects proposed in areas that generate VMT below adopted City thresholds are presumed to have a less than significant VMT impact and thus can be screened out. The City provides screening maps based on transportation analysis zones and results from the City's travel model. The following types of projects may be screened out of detailed VMT analysis using this criterion:

- Office or the employment portions of non-residential uses with total daily employee-based VMT per employee that is 15 percent less than the existing average baseline level for the County of San Mateo.

As shown in the City's VMT Screening Map (Appendix I), the project site is located within an area that is 15 percent less than the existing average baseline level for the County of San Mateo. Therefore, the proposed project would meet the low VMT area screening criteria. As the proposed project would meet the small project and low VMT area screening criteria, the VMT Assessment determined the proposed project can be presumed to have a less than significant VMT impact.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



Impact TRANS-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis

During construction, the proposed project would use heavy construction equipment on local roadways. The use of roadways by heavy construction equipment can increase the risk to drivers, cyclists, and pedestrians in the project area. Construction activities would generally occur within the project site; however, work would extend into S. Claremont Street, S. Railroad Avenue, and 10th Avenue for utility connections and construction of offsite frontage improvements. Full roadway closures are not anticipated to be required to accommodate project construction. Traffic control measures would be implemented if necessary for offsite work and would ensure adequate circulation and emergency access is provided. Any lane closures would require an encroachment permit from the City. Therefore, project construction would not create a transportation hazard, and the impact would be less than significant.

Operation of the proposed project would not result in changes to the adjacent roadways that would create road hazards or alter design features developed to mitigate such hazards. The project site would be accessed via the existing 24-foot-wide driveway on S. Claremont Street. Internal access would be provided by a two-lane drive aisle to access the surface parking lot. The two-lane drive aisle would be 20 feet 8 inches wide to allow emergency vehicles, moving trucks, and garbage trucks access to the site. Vehicles would be directed to exit the site from the existing 20-foot-wide driveway on 10th Avenue; however, the two-lane drive aisle would allow vehicles to also exit from the driveway on S. Claremont Street. Additionally, the proposed project would include offsite improvements along the frontages of S. Claremont Street, 10th Avenue, and S. Railroad Avenue. These offsite frontage improvements would include reconstruction of the existing sidewalks, curbs, and gutters; and repaving and restriping the segments of each roadway that front the project site. The City's Public Works Department and SMC Fire would review all site plans to ensure that the project driveways would provide clear sight lines, adequate access for emergency vehicles, and pedestrian safety features. Therefore, operation of the proposed project would not substantially increase hazards due to a design feature, and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



Impact TRANS-4 Result in inadequate emergency access?

Impact Analysis

The proposed project would not involve permanent modification to the existing roadways or circulation system that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Project construction activities would primarily occur within the 1.37-acre project site; however, work would extend into S. Claremont Street, S. Railroad Avenue, and 10th Avenue for utility connections and construction of the offsite frontage improvements. Full roadway closures are not anticipated to be required to accommodate project construction. Traffic control measures would be implemented if necessary for offsite work and would ensure adequate circulation and emergency access is provided. Any lane closures would require an encroachment permit from the City.

During operation, the project site would be accessed via the existing 24-foot-wide driveway on S. Claremont Street. Internal access would be provided by a two-lane drive aisle to access the surface parking lot. The two-lane drive aisle would be 20 feet 8 inches wide to allow emergency vehicles, moving trucks, and garbage trucks access to the site. SMC Fire would review the site development plans to ensure fire protection design features are incorporated into the project design and that adequate emergency access is provided to the site. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



3.18 TRIBAL CULTURAL RESOURCES

Would the Project:	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 by Public Resources Code section 21047 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), or	☐	☒	☐	☐
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.18.1 Environmental Setting

This section describes potential tribal cultural resources within 0.25-mile of the project site and evaluates potential impacts to these resources from the construction and operation of the proposed project.

AB 52 mandates consideration of tribal cultural resources as part of the CEQA process. The goal of AB 52 is to promote involvement of California Native American tribes in the decision-making process when it comes to identifying resources important to their cultures and developing mitigation for impacts to these resources. To reach this goal, AB 52 establishes a formal role for tribes in the CEQA process. CEQA lead agencies are required to consult with tribes about potential tribal cultural resources in the project area, the potential significance of project impacts, the development of project alternatives, and the type of environmental document that should be prepared. AB 52 specifically states that a project that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment.



3.18.2 Methodology

Stantec prepared a Cultural Resources Technical Memorandum for the proposed project on December 29, 2025 (Appendix C). The Cultural Resources Technical Memorandum includes a record search and literature review at the NWIC to determine the presence or absence of previously recorded historic or prehistoric cultural resources within 0.25-mile of the project site, and a search of the NAHC sacred lands file on September 16, 2025. The NAHC responded on September 19, 2025, stating that the results of the sacred lands file search were negative.

Under AB 52, the City is responsible for conducting AB 52 tribal outreach by sending a letter to tribes that have previously expressed an interest in participation by written request. Pursuant to the statute, tribes are required to respond in writing within 30 days. On March 12, 2026, City staff sent a notification letter with the AB 52 required information about the proposed project to contacts provided by the NAHC representing the following tribes:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Costanoan Rumsen Carmel Tribe
- Indian Canyon Mutsun Band of Costanoan
- Muwekma Ohlone Tribe of the SF Bay Area
- The Ohlone Indian Tribe
- Wukaschi Indian Tribe/Eshom Valley Band.

Representatives from the Indian Canyon Mutsun Band of Costanoan and Amah Mutsun Tribal Band of Mission San Juan Bautista provided response to this letter to request consultation with the City on this project.

3.18.3 Environmental Impact Analysis

This section discusses potential impacts on tribal cultural resources associated with the proposed project and provides mitigation measures where necessary.



Impact TRIB-1 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 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), or**
 - 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**
-

Impact Analysis

No known tribal cultural resources were identified at the project site or within 0.25-mile of the project site during the archival records search and literature review performed as part of the Cultural Resources Technical Memorandum. According to the City's Archaeological Sensitivity map, the site is within a low sensitivity zone. The low sensitivity zone includes areas where archaeological resources are not generally expected but may occur (Chavez 1983). The NAHC's Sacred Lands File search did not indicate the presence of Native American cultural resources in the project site. Additionally, tribes contacted as part of the AB 52 process did not identify any known tribal cultural resources within or adjacent to the project site.

As discussed in Section 3.5, Cultural Resources, the project site approximately 1.1 miles west of the San Francisco Bay, and approximately 3.4 miles east of the Lower Crystal Springs Reservoir. A review of available historical maps and aerial imagery indicates that the project site was developed and graded around 1946, which may have affected the integrity of any subsurface deposits. Based on these conditions, the project area suggests a moderate potential for buried historic-era archaeological deposits. Although the site is relatively far from a freshwater source, it is located in close proximity to the San Francisco Bay, a significant landscape feature often associated with precontact habitation sites; however, given the prior ground disturbance, the risk of encountering buried precontact-era deposits is considered low. The proposed project would involve ground disturbing activities with the maximum depth of excavation anticipated to be up to approximately 18 feet bgs for construction of the basement level within Building D. Subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered tribal cultural resources. In the event undiscovered unique tribal cultural resources are identified, the proposed project would be required to implement Mitigation Measure CUL-1, Mitigation Measure CUL-2, Mitigation Measure CUL-3, and Mitigation Measure CUL-4. These mitigation measures would require implementation of standard inadvertent discovery procedures to reduce potential impacts on previously undiscovered subsurface unique tribal cultural resources. Therefore, impacts on tribal cultural resources would be less than significant with implementation of Mitigation Measure CUL-1 through Mitigation Measure CUL-4.



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Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure CUL-1 through Mitigation Measure CUL-4 are required.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation.



3.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
e) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
f) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
g) 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?	☐	☐	☒	☐
h) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 Environmental Setting

Water Supply

The City is served primarily by two water providers: California Water Service Mid-Peninsula District (Cal Water-MPS) and Estero Municipal Improvement District (EMID). Cal Water-MPS provides water service for most of the City, while EMID provides water to the Mariners Island portion of the City. The project site is within the water service boundary of Cal Water-MPS. The water supply consists entirely of surface water purchased from the San Francisco Public Utility Commission (SFPUC) via the Regional Water System (RWS). Approximately 85 percent of the water supply to the SFPUC RWS originates in the Hetch Hetchy watershed and flows down the Tuolumne River into the Hetch Hetchy Reservoir. The remaining 15 percent of the water supply originates locally in the Alameda and Peninsula watersheds and is stored in six reservoirs in Alameda and San Mateo Counties. The purchased water is treated by SFPUC prior to delivery to Cal Water-MPS.

Cal Water-MPS predicts that there would be sufficient water supplies to meet demands through year 2040 during normal years. However, Cal Water-MPS' 2020 Urban Water Management Plan (UWMP) identified that there could be a shortage of water supplies in single dry and multiple dry years, if the Bay



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Delta Plan Amendment is implemented, leading to a reduction in allocations of water from SFPUC. The 2020 UMWP stated that there are numerous uncertainties regarding implementation of the Bay Delta Plan Amendment and the water supply projections are a worst-case scenario. It assumes that the SFPUC and SWRCB do not reach a voluntary agreement and that the SFPUC's Alternative Water Supply Program is not implemented. As stated in the 2020 UWMP, if the Bay Delta Plan Amendment is not implemented, SFPUC would be able to supply 100 percent of the projected RWS demands through 2040 during normal, single dry, and multiple dry years (City of San Mateo 2023).

Wastewater Collection/Treatment

The San Mateo Wastewater Treatment Plant (WWTP) is owned by the City of San Mateo (approximately 75 percent ownership) and the City of Foster City/EMID (approximately 25 percent ownership). A 2017 Joint Powers Agreement between the City of San Mateo and City of Foster City/EMID establishes the capacity, ownership, and cost distribution to the parties. As the administering agency of the Joint Powers Agreement, the City of San Mateo operates the WWTP.

The City maintains its own sewer collection systems. The City's sewer collection system consists of 230 miles of sewer pipes and approximately 5,800 manholes. There also are 27 pump stations and 11 miles of force mains, which are located primarily in the eastern half of the City to assist in the conveyance of wastewater to the WWTP (City of San Mateo 2023). Currently, the WWTP is permitted for an average daily flow rate of 15.7 million gallons per day (mgd). The amount of wastewater discharged to the WWTP was approximately 10 mgd in 2020. However, the WWTP is in the process of undergoing a major expansion that is estimated to be completed in May 2026. Upon completion, the WWTP will be designed for average daily flow rates of 21 mgd and wet weather storm inflows of up to 78 mgd. Therefore, the WWTP would be able to accommodate the future wastewater flows from San Mateo and the other sewer districts that discharge to the WWTP (City of San Mateo 2023).

Stormwater Management

The City's stormwater infrastructure consists of 130 miles of storm drains, 20 miles of open creeks and drainage channels, one flood control lagoon (Marina Lagoon), ten pump stations, and 3 miles of Bayfront levees. The City's drainage system is divided into seven watersheds, with the first three draining directly to San Francisco Bay, either by gravity or pumping, and the other four draining to the Marina Lagoon and then pumped into San Francisco Bay.

The two main channels that convey stormwater to the Bay are San Mateo Creek in the northern half of the City and Laurel Creek to the south. The 16th Avenue Drainage Channel and the 19th Avenue Drainage Channel are excavated channels that collect local runoff from storm drains and convey it to the Marina Lagoon. Stormwater runoff is delivered to these creeks and channels via a system of street gutters, pipes, ditches, and pump stations. The storm drainage system is maintained by the City's Public Works Department (City of San Mateo 2023).

Solid Waste

Recology San Mateo County is the waste hauler for the City and provides residential and commercial solid waste collection, composting, and recycling services. All waste collected from residents and businesses is transferred to Shoreway Environmental Center in San Carlos, which is a materials transfer



and processing facility. As identified in the City's General Plan EIR, in 2019, solid waste generated by San Mateo was delivered to 20 facilities and landfills in the Bay Area for a total disposal rate of 86,512 tons. However, 83 percent of the solid waste was delivered to Corinda Los Trancos (Ox Mountain) Landfill (City of San Mateo 2023).

According to the California Department of Resources Recycling and Recovery (CalRecycle), the maximum permitted throughput at the Corinda Los Trancos (Ox Mountain) Landfill is 3,598 tons per day. The landfill has a total capacity of 60.5 million cubic yards and is identified as having a remaining capacity of 17.2 million cubic yards. The landfill is anticipated cease operation in 2034 (CalRecycle 2025).

Electric Power, Natural Gas, and Telecommunications

PG&E and PCE provide electric services to the City. PCE was launched by San Mateo County and all twenty of its cities, including San Mateo, to meet local climate action goals. PCE is the default electricity provider for all communities and cities in San Mateo County and offers two electricity options, each with a different percentage of sustainable energy. Customers have the option to opt-out of PCE renewable energy sources and receive their energy service from PG&E. PG&E is responsible for maintaining transmission lines, handling customer billing, and responding to new service requests and emergencies within the PCE service area. PG&E is also the natural gas service provider for the City. There are numerous telecommunication providers that serve the City including AT&T, T-Mobile, Verizon, and others (City of San Mateo 2023).

3.19.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, the General Plan EIR, 2020 UWMP, and Section 2.0, Project Description, of this ISMND.

3.19.3 Environmental Impact Analysis

This section discusses potential impacts related to utilities and service systems associated with the proposed project and provides mitigation measures where necessary.

Impact UTIL-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Impact Analysis

Water

The project site is currently served by a 2-inch water line in S. Claremont Street. The proposed project would construct a new 2-inch water line to serve the storage buildings, which would connect into the existing line within S. Claremont Street. The proposed project would also install new fire hydrants throughout the site and construct a separate 8-inch fire water line that would connect to the existing water



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line within S. Claremont Street. It is estimated the average day water demand for the proposed project would be approximately less than 500 gpd.

The proposed project would redevelop the project site with a self-storage facility, consistent with the Service Commercial/Light Industrial land use designation contemplated in Cal Water-MPS' 2020 UWMP and the City's General Plan. Cal Water-MPS predicts that there would be sufficient water supplies to meet demands through year 2040 during normal years. However, Cal Water-MPS' 2020 UWMP identified that there could be a shortage of water supplies in single dry and multiple dry years, if the Bay Delta Plan Amendment is implemented, leading to a reduction in allocations of water from SFPUC. However, the City would continue to coordinate with Cal Water-MPS and EMID regarding conservation efforts, demand management measures promoted by the water districts, and implementation of water use restrictions as per the Water Shortage Contingency Plans. Additionally, SFPUC has indicated that there would be sufficient supplies available to meet all demands of their water purveyors in both normal and drought conditions through the year 2040 if the Bay-Delta Plan is not implemented (City of San Mateo 2023).

As the proposed project would develop the site with a self-storage facility that requires minimal water demand and would be consistent with the Service Commercial/Light Industrial land use designation as contemplated in the Cal Water-MPS' 2020 UWMP and the City's General Plan, the proposed project would be adequately served by the City's existing infrastructure. Therefore, the proposed project would not require the construction of new water treatment facilities or expansion of existing facilities, and impacts would be less than significant.

Wastewater

The proposed project would remove the existing 6-inch sewer lateral and construct a new 8-inch sewer lateral to serve the storage buildings. As with existing conditions, the new 8-inch sewer line would connect to the existing sewer manhole located on 10th Avenue. According to the Wastewater Generation Report prepared by Kimley-Horn on April 21, 2025 (Appendix A), the project site currently generates approximately 6,920 gpd of wastewater. It is estimated the proposed project would generate approximately 1,719 gpd of wastewater, resulting in a net decrease of approximately 5,201 gpd.

As discussed, the WWTP is permitted for an average daily flow rate of 15.7 mgd. In 2020, the WWTP treated approximately 10 mgd of wastewater (City of San Mateo 2023). Therefore, based on the amount of wastewater treated in 2020, the WWTP has a remaining capacity of 5.7 mgd. The proposed project's anticipated wastewater generation of 1,719 gpd would be within the remaining treatment capacity at the WWTP. Furthermore, the WWTP is in the process of undergoing a major expansion that would be designed for average daily flow rates of 21 mgd and wet weather storm inflows of up to 78 mgd. Therefore, the WWTP will be able to accommodate the wastewater flows from the proposed project. The proposed project would not require the construction of new or expanded wastewater system facilities to serve the proposed project and impacts would be less than significant.

Stormwater Drainage

The project site would be consistent with existing conditions as most of the site would be covered in impervious surface. The proposed project would result in approximately 56,306 square feet of impervious surface and approximately 3,440 square feet of pervious surface onsite. Additionally, the offsite improvements would create approximately 9,789 square feet of impervious surface and 299 square feet



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of previous surface. The proposed project is a C.3 Regulated Project per the MRP Provision C.3.b and must implement treatment measures for the entire area and offsite improvements.

The onsite and offsite treatment measures consist of three bioretention areas that ultimately direct the treated stormwater runoff to the City's existing stormwater infrastructure located near the corner of S. Claremont Street and 10th Avenue. The proposed project would construct a new 12-inch storm drain line and storm drain inlets throughout the site. Additionally, the proposed project would install a stormwater pump between Building C and Building D. Stormwater runoff would be collected onsite through the storm drain inlets which would then convey runoff through the new 12-inch storm drain line and stormwater pump to the force main line towards the onsite bioretention areas for treatment. Additionally, a trench drain located along Building A would collect runoff that would convey stormwater runoff through a new 4-inch storm drain line to the onsite bioretention area. After treatment in the bioretention area, the stormwater runoff would be conveyed and discharged to the flowline of the curb in the public right-of-way on S. Railroad Avenue via four sidewalk underdrains.

The offsite treatment measures consist of two separate bioretention areas located at the corner of S. Claremont Street and 10th Avenue. The proposed bioretention area located on S. Claremont Street requires extending the curb and is responsible for treating the frontage improvements along S. Claremont Street. This bioretention area would connect to the City's existing stormwater infrastructure by replacing an existing drain inlet. The proposed bioretention area located on 10th Avenue would treat the stormwater for the frontage improvements along S. Railroad Avenue and 10th Avenue. The new drain inlet and 12-inch storm drain line would be constructed to connect to the City's stormwater infrastructure. The bioretention facilities and storm drain system would reduce the rate of runoff to ensure that the existing stormwater system is not overloaded and the existing infrastructure in the area would be adequate to serve the proposed project. Therefore, the proposed project would not require the construction or expansion of stormwater treatment facilities and impacts would be less than significant.

Electric Power and Telecommunications

The proposed project would tie into existing electrical and telecommunication facilities that serve the surrounding area. The proposed project would remove the onsite cell tower and underground the power lines along S. Railroad Avenue. The power lines would be undergrounded within the right-of-way of S. Claremont Street. The proposed project would also install a 30-kilowatt, 60 Hertz Generac emergency backup generator near Building C for the proposed stormwater pump. A new transformer would also be installed onsite near Building B where the cell tower would be removed. The proposed project would be 100 percent electric, except for the emergency backup generator which would be diesel-powered. The proposed project would include energy conservation features to meet the State's Title 24 Energy Efficiency standards, such as installing LED lighting and EV charging stations. Building D would also be solar-ready to allow for future installation of rooftop solar panels. No new expanded facilities would be required for electric facilities, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.



Level of Significance After Mitigation

Less Than Significant Impact.

Impact UTIL-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact Analysis

As discussed under Impact UTIL-1, the proposed project would redevelop the project site with a self-storage facility consistent with the Service Commercial/Light Industrial land use designation contemplated in Cal Water-MPS' 2020 UWMP and the City's General Plan. Cal Water-MPS predicts that there would be sufficient water supplies to meet demands through year 2040 during normal years. However, Cal Water-MPS' 2020 UWMP identified that there could be a shortage of water supplies in single dry and multiple dry years, if the Bay Delta Plan Amendment is implemented, leading to a reduction in allocations of water from SFPUC. However, the City would continue to coordinate with Cal Water-MPS and EMID regarding conservation efforts, demand management measures promoted by the water districts, and implementation of water use restrictions as per the Water Shortage Contingency Plans. Additionally, SFPUC has indicated that there would be sufficient supplies available to meet all demands of their water purveyors in both normal and drought conditions through the year 2040 if the Bay-Delta Plan is not implemented (City of San Mateo 2023).

It is estimated the average day water demand for the proposed project would be approximately less than 500 gpd. As the proposed project would develop the site with a self-storage facility that requires minimal water demand and would be consistent with the Service Commercial/Light Industrial land use designation as contemplated in the Cal Water-MPS' 2020 UWMP and the City's General Plan, there would be sufficient water supplies available to serve the proposed project and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact UTIL-3 Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact Analysis

As discussed under Impact UTIL-1, the proposed project's anticipated wastewater generation of 1,719 gpd would be within the remaining treatment capacity at the WWTP. The WWTP is also in the process of undergoing a major expansion that would be designed for average daily flow rates of 21 mgd and wet weather storm inflows of up to 78 mgd. Therefore, the WWTP would have adequate capacity to serve the proposed project's wastewater generation, and impacts would be less than significant.



Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact UTIL-4 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impact Analysis

As identified in the City's General Plan EIR, in 2019, solid waste generated by San Mateo was delivered to 20 facilities and landfills in the Bay Area for a total disposal rate of 86,512 tons. However, 83 percent of the solid waste was delivered to Corinda Los Trancos (Ox Mountain) Landfill (City of San Mateo 2023). According to CalRecycle, the maximum permitted throughput at the Corinda Los Trancos (Ox Mountain) Landfill is 3,598 tons per day.

The proposed project involves operation of a self-storage facility with up to three employees. In 2024, the City had an annual employee disposal rate of 7.0 pounds per person per day (CalRecycle 2024). Therefore, with three employees, operation of the proposed project is anticipated to generate 63 pounds of solid waste per day. The proposed project's generation of 63 pounds would represent 0.0008 percent of the Corinda Los Trancos (Ox Mountain) Landfill's daily permitted throughput. The landfill is identified as having a remaining capacity of 17.2 million cubic yards and therefore sufficient capacity would be available to accommodate the proposed project's solid waste disposal needs.

Any demolition and construction waste generated by the proposed project would be disposed by the project contractor in accordance with the City's established programs that facilitate the diversion and disposal of construction waste, including San Mateo Municipal Code Chapter 7.33, Recycling and Salvaging of Construction and Demolition Debris, which requires that a Construction and Demolition Recycling and Waste Reduction Plan be submitted as a condition of the building permit. As such, the proposed project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



Impact UTIL-5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Impact Analysis

The proposed project would be required to comply with applicable federal, State, and local management and reduction statutes related to solid waste, including San Mateo Municipal Code Chapter 7.33, Recycling and Salvaging of Construction and Demolition Debris, which requires that a Construction and Demolition Recycling and Waste Reduction Plan be submitted as a condition of the building permit. Therefore, the proposed project would not conflict with federal, State, or local statutes or regulations related to solid waste. Impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.



3.20 WILDFIRE

Would the Project:	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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.20.1 Environmental Setting

Based on review of Fire Hazard Severity Zone Maps developed by CAL FIRE , the project site is not within or near an SRA and does not contain lands classified as a VHFHSZ (CAL FIRE 2025). The USFS has also developed a Wildfire Hazard Potential Map to inform evaluations of wildfire risk and prioritize fuel management across very large landscapes. According to the USFS Wildfire Hazard Potential Map, the project site and surrounding areas are designated as non-burnable (USFS 2025).

3.20.2 Methodology

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, General Plan EIR, CAL FIRE's Fire Hazard Severity Zone Map, and the USFS' Wildfire Hazard Potential Map.

3.20.3 Environmental Impact Analysis

This section discusses potential wildfire impacts on the proposed project and provides mitigation measures where necessary.



Impact WF-1 Substantially impair an adopted emergency response plan or emergency evacuation plan?

Impact Analysis

The project site is not located in an SRA and does not contain lands classified as being within a VHFHSZ (CAL FIRE 2025). The proposed project would not involve permanent modification to the existing roadways. The project construction activities would generally occur within the project site; however, work would extend into S. Claremont Street, S. Railroad Avenue, and 10th Avenue for utility connections and construction of the offsite frontage improvements. Full roadway closures are not anticipated to be required to accommodate project construction. Traffic control measures would be implemented if necessary for offsite work and would ensure adequate circulation and emergency access is provided. Any lane closures would require an encroachment permit from the City.

Primary access to the project site would be from the existing 24-foot-wide driveway on S. Claremont Street. Internal access would be provided by a two-lane drive aisle to access the surface parking lot. The two-lane drive aisle would be 20 feet 8 inches wide to allow emergency vehicles, moving trucks, and garbage trucks access to the site. SMC Fire would review the site development plans to ensure fire protection design features are incorporated into the project design and that adequate emergency access is provided to the site. Therefore, project construction and operation activities would not interfere with an emergency evacuation or response plan, and this impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact WF-2 Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Impact Analysis

As stated above, the project site is not located in an SRA and does not contain lands classified as being within a VHFHSZ (CAL FIRE 2025). The project site and the surrounding area are relatively flat and are identified as non-burnable by USFS (USFS 2025). The project site is developed with three buildings that would be retained and rehabilitated for use as a self-storage facility. Additionally, the proposed project would construct a new two-story storage building of approximately 51,873 square feet. The project site would remain fully developed with the proposed project and the operation of a self-storage facility would not exacerbate fire risk beyond what currently exists in the vicinity of the project site. Therefore, development of the proposed project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire, and no impact would occur.

Level of Significance Before Mitigation

No Impact.



Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact WF-3 Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Impact Analysis

The project site is not located in an SRA, does not contain lands classified as being within a VHFHSZ, and is identified as non-burnable by USFS (CAL FIRE 2025; USFS 2025). The proposed project would require installation of associated utility infrastructure, such as water, sewer, and stormwater, to serve the proposed project and would underground existing power lines in the area. The construction of this utility infrastructure and undergrounding of existing power lines would be completed in accordance with City requirements and standards related to construction and maintenance of utility infrastructure and would not exacerbate fire risk. Additionally, undergrounding existing power lines in the area would reduce potential fire risks in the area. Therefore, the proposed project's installation and maintenance of associated infrastructure would not exacerbate fire risk or result in impacts to the environment and there would be no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact WF-4 Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Impact Analysis

The project site is not located in an SRA, does not contain lands classified as being within a VHFHSZ, and is identified as non-burnable by USFS (CAL FIRE 2025; USFS 2025). Furthermore, the project site and surrounding area are relatively flat and are not located in an area subject to landslides or flooding. The site is fully developed and would continue to be almost entirely paved with the proposed project. Therefore, the proposed 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. No impact would occur.



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Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.



3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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, 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 cumulative considerable? ("Cumulative considerable" means that the incremental impacts of a project are considerable when viewed in connection with the impacts of past projects, the impacts of other current projects, and the effects of probable future Projects)?	☐	☒	☐	☐
c) Does the project have environmental impacts which will cause substantial adverse impacts on human beings, either directly or indirectly?	☐	☒	☐	☐

MFS-1 Does the project have the potential to 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, 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?

Impact Analysis

As evaluated in this ISMND, the proposed project would not 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; reduce the number or restrict the range of an endangered, rare, or threatened species; or eliminate important examples of the major periods of California history or prehistory. As discussed in Section 3.4, Biological Resources, the project site is entirely paved and does not provide suitable habitat for special-status species. Mitigation Measure CUL-1 through Mitigation Measure CUL-4 have been included herein to reduce the significance of potential impacts related to inadvertent discovery of cultural and tribal cultural resources to a less than significant level.



MFS-2 Does the project have impacts that are individually limited, but cumulative considerable? (“Cumulative considerable” means that the incremental impacts of a project are considerable when viewed in connection with the effects of past projects, the impacts of other current projects, and the impacts of probable future projects)?

Impact Analysis

As described in the impact analysis in Sections 3.1 through 3.20 of this ISMND, any potentially significant impacts of the proposed project would be reduced to a less than significant level following incorporation of the mitigation measures listed herein. Projects completed in the past have also implemented mitigation as necessary. Future projects would similarly be required to mitigate potential impacts. Accordingly, the proposed project would not otherwise combine with impacts of related development to add considerably to any cumulative impacts in the region, and impacts would be considered less than significant.

MFS-3 Does the project have environmental impacts which will cause substantial adverse impacts on human beings, either directly or indirectly?

Impact Analysis

The proposed project would not directly or indirectly cause substantial adverse effects on human beings. Air quality, greenhouse gases, hazardous materials, and/or noise are resources that could cause potential effects through which the project could have a substantial effect on human beings. However, all potential effects of the proposed project related to air quality, greenhouse gases, hazardous materials, and noise are identified as less than significant or less than significant with the implementation of mitigation. All other resource areas would either have no impact, less than significant impact, or less than significant impact with mitigation incorporated. Therefore, the proposed project would not have environmental impacts which would cause substantial adverse impacts on human beings.



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