City of San Mateo Bicycle Master Plan Initial Study/ Mitigated Negative Declaration

August 2011

Circulation Period: Friday, August 5, 2011 to Tuesday, September 6, 2011

Table of Contents

Figures

Tables

1. Introduction

This document is an Initial Study/Mitigated Negative Declaration (IS/MND) for the City of San Mateo Bicycle Master Plan prepared by the City of San Mateo. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of San Mateo Vision 2030 General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 20099032099).

Under CEQA, tiering refers to the use of analysis contained in previously certified, broad-level Environmental Impact Reports (EIRs) (often programmatic EIRs) to support or complement project-specific EIRs or IS/NDs.[1] CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference. Impacts only need to be analyzed in more detail in the Initial Study if they were not examined in the prior EIR or if findings were not adopted for significant, unavoidable impacts.

This IS/MND considers the broad environmental effects of the Bicycle Master Plan as is consistent with program-level environmental review under CEQA. Future projects or activities in the Bicycle Master Plan Area will be evaluated for consistency with the IS/MND to determine if they would have effects not examined in this document. If individual projects or activities in the Bicycle Master Plan Area would have no effects beyond those examined in this IS/MND, no further CEQA compliance would be required.

The Bicycle Master Plan Area corresponds with the city limit of the City of San Mateo, an area which is largely urbanized. The General Plan EIR does not identify any mineral resources in the Bicycle Master Plan Area and therefore this IS/MND does not analyze potential impacts to this resource area.

1.1. Report Organization

This Initial Study is organized into the following chapters:

Chapter 1: Introduction. This chapter provides an introduction and overview of the Initial Study document.

Chapter 2: Initial Study Checklist. This chapter summarizes pertinent project details, including lead agency contact information, project location, and General Plan and Zoning designations.

Chapter 3: Project Description. This chapter describes the location and setting of the proposed Bicycle Master Plan, along with the principal components of the Bicycle Master Plan. The chapter also describes the policy setting and implementation process for the Bicycle Master Plan.

Chapter 4: Environmental Checklist and Findings. Making use of the CEQA Appendix G Environmental Checklist, this chapter identifies and discusses anticipated impacts from the proposed Bicycle Master Plan, providing substantiation of the findings made. The chapter concludes with the determination, based on the analysis contained in this Initial Study, that a Mitigated Negative Declaration is appropriate for the proposed Bicycle Master Plan.

[1] California Association of Environmental Professionals, 2010, CEQA Statute and Guidelines.

2. Initial Study Checklist

1. **Project Title:**

   Bicycle Master Plan

2. **Lead Agency Name and Address:**

   City of San Mateo Planning Division

   330 W. 20th Avenue

   San Mateo, CA 94403

3. **Contact Person and Phone Number:**

   Gary Heap, Senior Engineer (650) 522-7307

4. **Project Location:**

   The Bicycle Master Plan Area corresponds with the City of San Mateo city limit in San Mateo County, California.

5. **Project Sponsor's Name and Address:**

   City of San Mateo

   Public Works Department

   330 W. 20th Avenue

   San Mateo, CA 94403

6. **General Plan Land Use Designation:**

   Variable – See Project Description below.

7. **Zoning:**

   Variable – See Project Description below.

8. **Description of Project:**

   See Project Description below.

9. **Surrounding Land Uses and Setting:**

   See Project Description below.

10. **Other Public Agencies Whose Approval is Required:**

    While this Plan does not require any approvals by other public agencies, it proposes improvements within Caltrans right-of-way that would require Caltrans approval and issuances of encroachment permits to complete the improvements.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a Potentially Significant Impact, as indicated by the checklist on the following pages.

- ☐ Aesthetics
- ☐ Agriculture & Forestry Resources
- ☐ Air Quality
- ☐ Biological Resources
- ☐ Cultural Resources
- ☐ Geology & Soils
- ☐ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☒ Hydrology & Water Quality
- ☐ Land Use/Planning
- ☐ Mineral Resources
- ☐ Noise
- ☐ Population & Housing
- ☐ Public Services
- ☐ Recreation
- ☐ Transportation/Traffic
- ☐ Utilities & Service Systems
- ☐ Mandatory Findings of Significance

Determination:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Gary Heap, Senior Engineer — Date: 8/3/11

Larry Patterson, Director of Public Works — Date: 8-3-11

3. Project Description

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the City of San Mateo Bicycle Master Plan (Bicycle Master Plan) in accordance with the California Environmental Quality Act (CEQA). The Bicycle Master Plan will guide the future development of bicycle facilities and programs in the City. The recommendations in the Plan will help the City reach goals adopted in the General Plan as well as the Sustainable Initiatives Plan by creating an environment and programs that support bicycling for transportation and recreation, encourage fewer trips by car and support active lifestyles.

3.1. Background

The City of San Mateo and its residents have developed a vision of a more sustainable San Mateo. This vision involves increased trips by bicycle, specifically to increase mode share for pedestrian and bicycle travel to 30% for trips of one mile or less by 2020. This Bicycle Master Plan provides a blueprint for making bicycling an integral part of daily life in San Mateo and supports the goals of the San Mateo General Plan, the Sustainable Initiatives Plan and other plans and policies adopted by the City. The plan also supports regional and statewide goals to reduce greenhouse gas emissions including AB 32: Global Warming and SB 375 Sustainable Communities.

The Plan was developed with extensive input from the community and seeks to meet its needs and desires for a pleasant, enjoyable, and safe place to bicycle. The diligent efforts of the City of San Mateo staff, the Public Works Commission, the Bicycle Plan Steering Committee and residents interested in improving the bicycle environment in the City have contributed to this document.

3.2. Project Location and Setting

The City of San Mateo is located 15 miles south of the City and County of San Francisco and is situated on the shores of San Francisco Bay in San Mateo County. The City of San Mateo is well connected to adjacent cities in San Mateo County (Belmont, Burlingame, Foster City, and Hillsborough) and major cities of the Bay Area (San Francisco/Oakland and "Silicon Valley") by State Routes 92 and 82 (El Camino Real) and Interstate Highways 101 and 280.

3.2.1. Plan Area Boundaries and Context

The Plan Area corresponds to the San Mateo City limits. The City is set between two dominant physical features: San Francisco Bay and the ridge of hills along the western border. In between these features and the Highway 101 and 280 transportation corridors lie the distinct residential neighborhoods and commercial centers that make up the City. Much of the historic native vegetation in the area has been converted to urban and suburban uses, including parks and some open space within Sugarloaf Mountain. Nonetheless, riparian and wetland habitats persist within the City. The City of San Mateo encompasses a land area of approximately 13.5 square miles.

3.2.2. Existing Uses in the Plan Area

The City is comprised of residential neighborhoods and commercial centers concentrated in the Downtown, Hillsdale Shopping Center, Bridgepointe Shopping Center, and along El Camino Real. **Figure 3-1** presents San Mateo's land use map. Single family residential homes account for approximately 34 percent of the City's land area while 14 percent is occupied by multi-family buildings. Parks and open space account for an impressive 37 percent of the City. Commercial designations account for approximately 5 percent of the City. This land use pattern makes San Mateo a place where people can both live and work and establishes the City as an important subregional office and retail center on the San Francisco Peninsula.

3.2.3. Transportation Setting and Bicycle Facilities

Transportation Setting

The City of San Mateo is accessible by highways and both regional and local transit. State Highway 92 (east-west) connects the City with other Peninsula cities and the East Bay. US Highway 101 runs north-south and connects San Mateo with San Francisco and San José. El Camino Real (State Route 82) also runs north-south through the center of the city.

Approximately 8.4 percent of San Mateo residents use public transit.[2] Two agencies operate most public transportation services within the City, Caltrain and SamTrans. AC Transit operates one route in San Mateo. On average, 2,614 people board Caltrain each weekday in San Mateo and 18 percent have a bicycle.[3] SamTrans operates bus routes throughout the City and provides front loading bicycle racks.

Bicycle Facilities

The City has installed 39.42 miles of bikeways, which is comprised of 11.67 miles of Class I multi-use paths, 13.10 miles of Class II bike lanes, and 14.65 miles of Class III bike routes.

Table 3-1 lists all the existing bikeways by class and street. The longest bikeway is the Shoreline Path, at a length of 3.57 miles and running from Airport Boulevard to the southern city limit. **Figure 3-2** maps San Mateo's existing bikeways.

In recent years, the City of San Mateo has invested nearly $450,000 in bicycle facilities. The investments include bridge railing safety improvements, street widening to include a Class II bike lane and a road diet to include Class II bike lanes.

Bicycle Parking

Bicycle parking can range from a simple and convenient bicycle rack to storage in a bicycle locker or cage that protects against weather, vandalism and theft. Bicycle parking facilities are concentrated in Downtown San Mateo and near the three Caltrain Stations. Bicycle parking is available throughout the City at retail destinations such as the Bridgepointe Center, the Hillsdale Shopping Center, and the Los Prados Shopping Center and grocery stores like Trader Joe's, Whole Foods, and Safeway. It is also provided at City facilities,

[2] American Community Survey, United States Census, 2006-2008.

[3] Ridership Counts, Caltrain, 2009.

including multiple locations at Seal Point Park, Martin Luther King Jr. Park, the Joinville Swim Center, Central Park and City Hall. These facilities are generally concentrated in the vicinity of San Mateo and Hillsdale Caltrain Stations, with smaller pockets scattered elsewhere in the City.

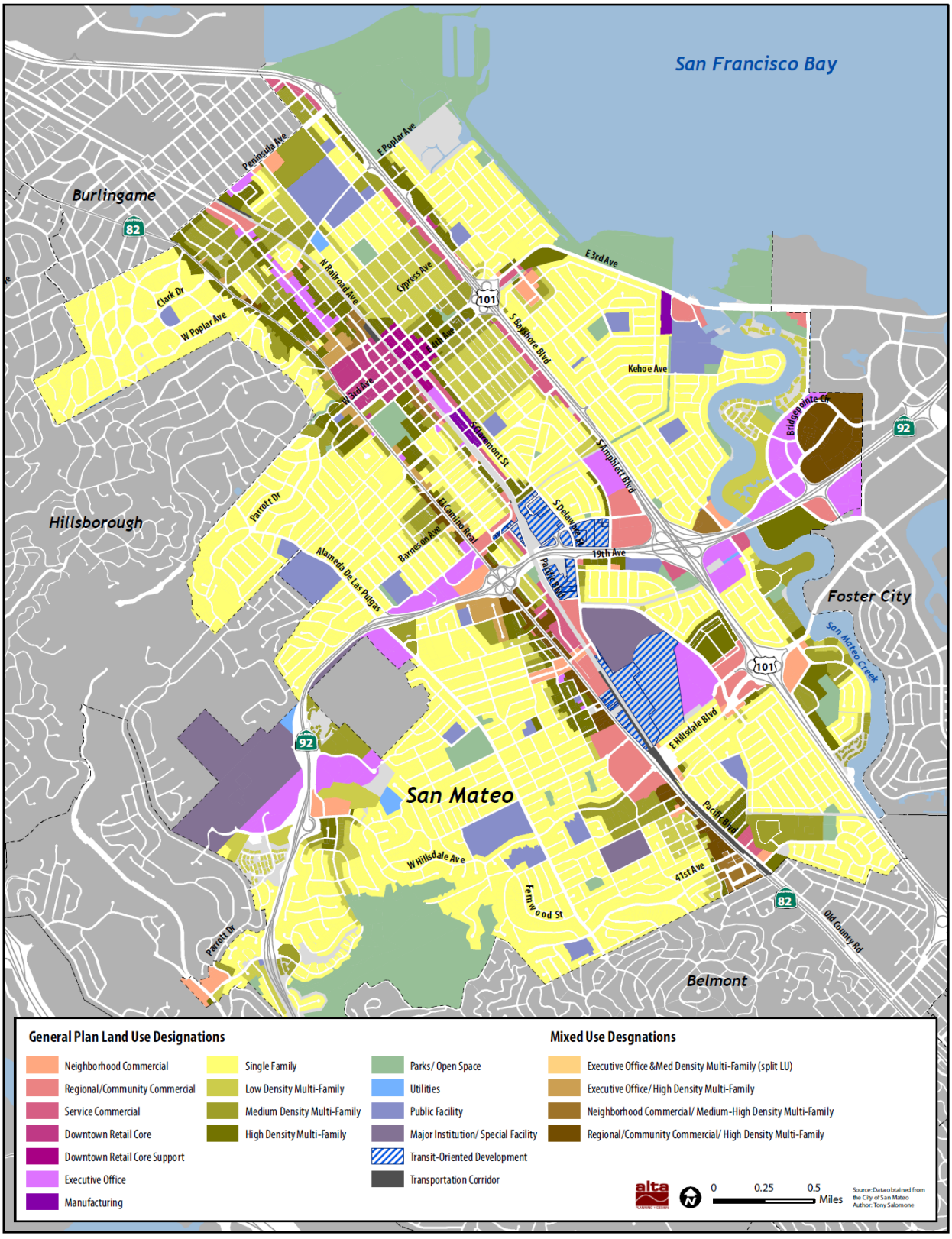

Figure 3-1: San Mateo Land Use Map

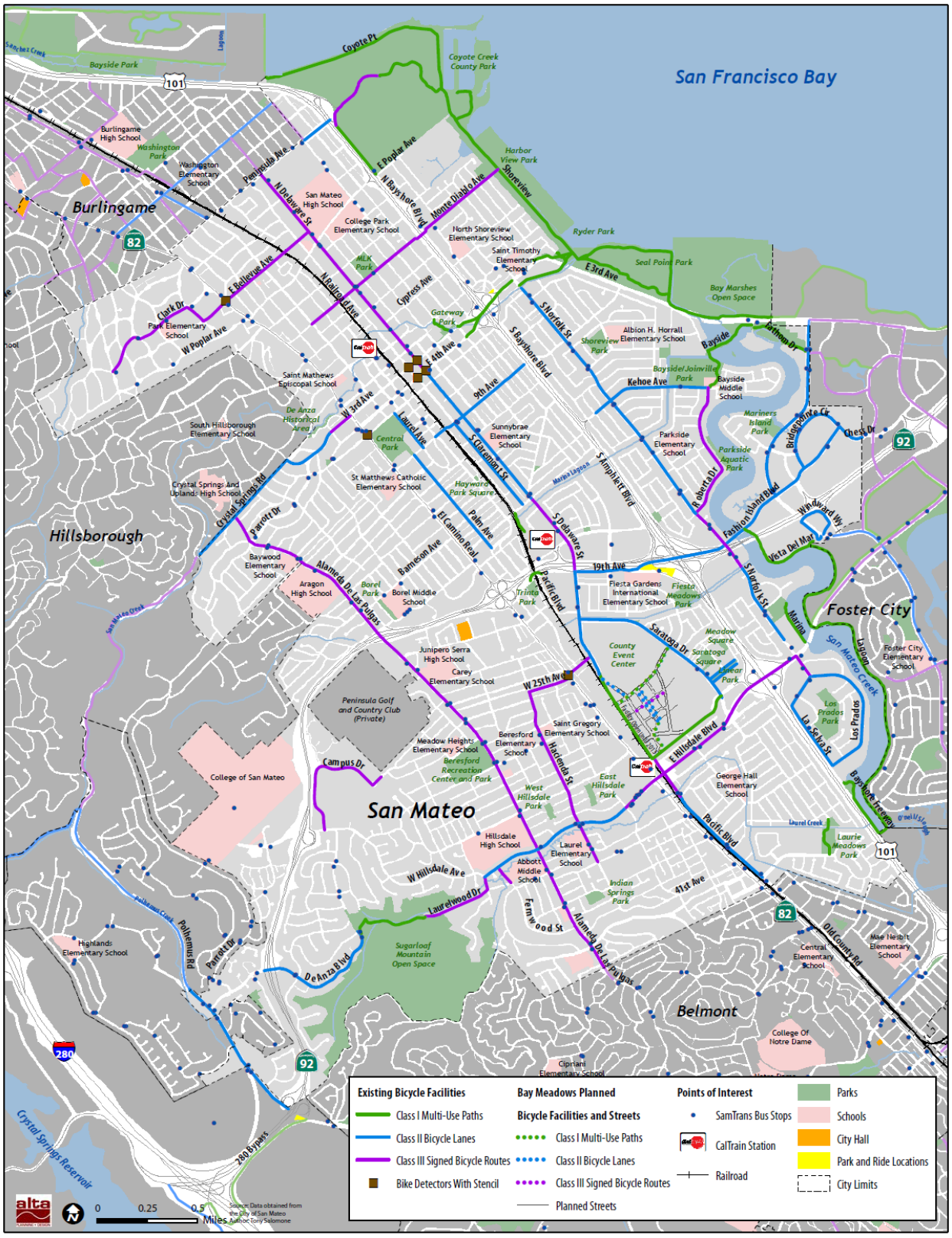

Figure 3-2: San Mateo Existing Bikeways Map

Table 3-1: Existing Bikeways

Name	Start	End	Length (mi)
Class I Multi-Use Pathways			
16th Caltrain	Railroad Ave	Hayward Park Caltrain Station	0.11
Bay Meadows	Saratoga Dr	Franklin Dr	0.39
Bayshore Freeway	Kimberly Way	Port Royal Ave	0.44
Bayside Park Path	Kehoe Ave	Anchor Rd	0.50
Coyote Pt	Coyote Point Dr	Shoreview Path	0.45
E 3rd Ave	Hwy 101	S Norfolk St	0.24
Fathom Dr	Anchor Rd	Mariners Island Blvd	0.31
Lagoon	O'Neill Slough	Vista Del Mar	1.93
Laurie Meadows Park	Laurie Meadows Dr	Casanova Dr	0.20
Marina	Lakeshore Recreation Center And Park	E Hillsdale Blvd	0.23
N Bayshore Blvd	Coyote Point Dr	E Poplar Ave	0.32
Sawyer Camp Trail	Crystal Springs Reservoir (South)	Crystal Springs Reservoir (North)	0.66
Shoreline Bayfront Path	San Mateo Creek	Marina Lagoon	0.48
Shoreline Park Paths	Ryder St	Shoreview Path	0.14
Shoreline Parks Paths	J Hart Clinton Dr	Norfolk Dr	0.26
Shoreview Path	Airport Blvd	City Limit	3.57
Sugarloaf Mountain Path	Laurelwood Dr	De Anza Blvd	0.45
Vista Del Mar	Shoal Dr	Windward Wy	0.99
		Class I Total	**11.67**
Class II Bike Lanes			
9th Ave	Amphlett Blvd	B St	0.58
Bridgepointe Cir	Fashion Island Blvd	Chess Dr	0.73
Chess Dr	Bridgepointe Pkwy	City Limit	0.14
Claremont St	9th Ave	16th Ave	0.53
Coyote Point Dr	N Bayshore Blvd	Coyote Point Path	0.38
De Anza Blvd	Sugarloaf Mountain Path	State Hwy 92	0.68
Fashion Island Blvd	S Norfolk St	Bridgepointe Pkwy	0.56
Kehoe Ave	Cobb St	Roberta Dr	0.49
La Selva St	Norfolk St	Los Prados	0.54
Laurel Ave	5th Ave	9th Ave	0.23
Los Prados	Norfolk St	La Selva	0.72
Mariners Island Blvd	Fashion Island Blvd	City Limit	0.93
Pacific Blvd	Otay Ave	Laurie Meadows Dr	0.58
Palm Ave	9th Ave	South Blvd	0.61
S Delaware St	4th Ave	16th Ave	0.83
S Delaware St	Bermuda Dr	25th Ave	0.38
S Norfolk St	Marina Lagoon	Hillsdale Blvd	0.42
S Norfolk St	San Mateo Creek	Roberta Dr	1.43
Saratoga Dr	S Delaware St	Franklin Pkwy	0.86

Name	Start	End	Length (mi)
Vista Del Mar	Windward Way	State Hwy 92	0.17
W 3rd Ave	Dartmouth Rd	Crystal Springs Rd	0.30
W Hillsdale Blvd	Edison St	E Laurel Creek Dr	0.81
Windward Wy	State Hwy 92	Vista Del Mar	0.21
		Class II Total	**13.10**
Class III Bike Routes			
19th Ave	Fashion Island Blvd	Ginnever St	0.13
Alameda De Las Pulgas	Crystal Springs Dr	City Limit	3.00
Campus Dr	W Hillsdale Blvd	26th Ave	0.71
Crystal Springs Rd	3Rd Ave	City Limit	0.65
E 25th Ave	El Camino Real	S Delaware St	0.15
E 3Rd Ave	S Humboldt St	Hwy 101	0.13
E 4th Ave	S Humboldt St	Hwy 101	0.13
E Bellevue Ave	Occidental Ave	N Delaware St	1.34
E Hillsdale Blvd	S Norfolk St	El Camino Real	0.94
Fashion Island Blvd	19th Ave	S Norfolk St	0.46
Fernwood St	W Hillsdale Ave	Abbott Middle School	0.10
Hacienda St	W 25th Ave	37th Ave	0.92
Monte Diablo Ave	N San Mateo Dr	Shoreview Path	1.22
N Delaware St	Peninsula Ave	Cypress Ave	0.97
Norfolk	Roberta Dr	Marina Lagoon	0.36
Pacific Blvd	Delaware St	Otay Ave	0.19
Polhemus Rd	Bunker Hill Dr	City Limit	0.18
Polhemus Rd	Ticonderoga Dr	Tower Rd	0.13
Roberta Dr	S Norfolk St	Kehoe Ave	0.71
S Delaware St	Cypress Ave	4th Ave	0.32
S Delaware St	16th Ave	Bermuda Dr	0.50
S Delaware St	25th Ave	Pacific Blvd	0.65
S Norfolk St	Hillsdale Blvd	Los Prados	0.23
W 25th Ave	Hacienda St	El Camino Real	0.22
W 3Rd Ave	El Camino Real	Dartmouth Rd	0.13
W Hillsdale Blvd	El Camino Real	Edison St	0.20
		Class III Total	**14.65**
		Bikeways Total	**39.42**

3.2.4. Existing Housing and Population

Population growth has been moderate since the 1970's and is expected to continue to grow at a steady rate. The Association of Bay Area Governments estimates the City will grow from 102,200 (2010) to 114, 100 (2020) and to 119,800 (2030). San Mateo is actively pursuing infill development opportunities near transit and

freeway access that will accommodate much of this forecast population growth. As described above, residential homes account for approximately 48 percent of the City's land area.

3.2.5. Natural Environment

Much of the historic native vegetation in the area has been converted to urban and suburban uses, including parks and some open space within Sugarloaf Mountain. San Mateo has a variety of park facilities including playgrounds, ballfields, courts, and picnic areas that serve as recreational destinations for the community. These outdoor amenities attract individuals, families, local residents and tourists. San Mateo's larger park destinations are described below.

Several riparian and wetland habitats exist within the City, such as those along San Mateo and Laurel Creeks. To improve the quality of creek runoff, San Mateo joined the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP). Other notable creeks are the scenic Edgewood Creek, which parallels Edgewood Road as it crosses private property, Madera Creek that runs from the Western Hills to the 19th Avenue Channel, and the relatively natural Beresford Creek, which flows from the canyons south of Campus Drive to the 19th Avenue Channel.

3.3. Plan Objectives

This Bicycle Master Plan provides a broad vision, strategies and actions for the improvement of the bicycling environment in San Mateo. The purpose of the Plan is to expand the existing network, complete network gaps, provide greater connectivity, educate, encourage and to maximize funding sources.

The Plan envisions the City of San Mateo with a transportation system that supports the City's goals for sustainability, active living and community where bicycling is an integral part of daily life. The system will include a comprehensive, safe, and logical citywide bicycle network that will support bicycling as a viable, convenient and popular travel choice for residents and visitors.

A key purpose for the Plan is to satisfy requirements of the California Bicycle Transportation Account (BTA), and other state and federal funding programs that require a bicycle master plan.

3.4. Plan Contents

The San Mateo Bicycle Master Plan contains the following chapters:

Chapter 1 – Introduction: Sets the context for the Plan including purpose and structure.

Chapter 2 –Vision, Goals, Objectives and Policies: Summarizes the vision, goals, objectives and policies guiding the implementation of the Plan.

Chapter 3 – Existing Conditions: Provides a description of the existing bicycle conditions in the City of San Mateo. The chapter includes a map of existing bikeways and descriptions of existing bicycle programs.

Chapter 4 – Needs Analysis: this chapter reviews the relationship between bicycle activity, commute patterns, demographics, land use and collisions. This chapter also includes a review of community input.

Chapter 5 – Proposed Network Improvements: Includes recommended network, signage and pavement marking, spot improvements and bicycle parking improvements.

Chapter 6– Proposed Programmatic Improvements: Describes proposed bicycle encouragement, education, enforcement and evaluation programs.

Chapter 7 – Benefits of Bicycling: Provides an outline of congestion and air quality benefits of the Plan's recommendations.

Chapter 8 – Implementation: Outlines an implementation strategy, including cost estimates for proposed projects.

Chapter 9 – Funding: Provides potential funding sources for implementing the Plan's projects and programs.

3.5. Project Characteristics

The Plan presents proposed bikeways and bicycle support facilities. The proposed improvements are intended to make bicycling more comfortable and accessible for bicyclist of all skill levels and trip purposes. The following improvement types are proposed:

- **Network Improvements** fill gaps in the existing network so the community has a seamless bicycle network to use.
- **Spot Improvements** identify specific locations for focused improvement.
- **Studies** identify potential improvements for consideration and further analysis.
- **Bicycle Parking** identifies key locations citywide for bicycle parking installation, a bike parking plan for downtown and a recommended bicycle parking ordinance.

The principal components of the Plan are described below. No changes to the General Plan are proposed. Adoption of the Plan would result in modification to the Vehicles and Traffic Code 11.56.100 to make it consistent with the California Vehicle Code. The Plan also recommends the City of San Mateo pursue a Complete Streets Policy.

3.5.1. Network Improvements

This section includes bikeway network, pavement markings and signage improvements as well as a complete streets policy recommendation. The bikeway recommendations include over 36 miles of new facilities to increase San Mateo's bikeway connectivity and to create a comprehensive, safe, and logical network. At full build out of the proposed bikeways, San Mateo will have 76 bikeway miles, improving connections from residential neighborhoods to attractors such as retail, transit and jobs. The pavement markings and signage will support the bikeway network by providing network identify. The complete streets policy will encourage future San Mateo transportation network design to consider all users.

Figure 3-3 shows the existing and proposed bikeway network and **Table 3-2** lists the bikeways by type and mileage. The proposed bikeways were developed with consideration for roadway widths, traffic volumes and speeds, connections to destinations. The Plan proposes four bikeway types, listed below.

- Class I Multi-Use Paths
- Class II Bicycle Lanes
- Class III Bicycle Routes
- Class III Bicycle Routes with Shared Lane Markings

In addition to these standard bikeway types, San Mateo may consider the development of a bicycle boulevard system, to be designed and developed as the Plan is implemented in conjunction with the City's Neighborhood Traffic Management Plan (NTMP)[4] and subject to the City's traffic calming policy and procedures, developed in 2006. The design parameters for bicycle boulevards are introduced in this document in Appendix A, Design Guidelines, Guideline A.6.5.

Table 3-2: Recommended Bikeways

Location	From	To	Length (Miles)
Class I Multi-Use Pathways			
28th Ave Extension	El Camino Real	New Delaware St	0.09
31st Ave Extension	El Camino Real	Caltrain	0.22
Bay to Transit Path	17th Ave	Anchor Rd	1.82
Concar Dr	S Delaware St	Pacific Blvd	0.20
Concar Dr	S Grant St	S Delaware St	0.23
Franklin Path	Pacific Boulevard	Hillsdale Boulevard	0.17
Laguna Vista Path	Los Prados	Laguna Vista	0.10
Laurel Woods/ Sugarloaf Park Path	Laurelwood Dr	Laurel Creek Rd	0.88
Rand Bridge	Rand Street	San Mateo Creek	0.10
		Class I Total Miles	**3.81**
Class II Bike Lanes			
Central Park Bike Lane	9th Ave	E 5th Ave	0.23
Concar Dr	Hayward Park Caltrain	Grant Street	0.43
E 4th Ave	S Grant St	S Humboldt St	0.07
E 5th Ave	El Camino Real	San Mateo Drive	0.13
Hillsdale Lagoon Bridge	S Norfolk St	City Limits	0.17
N San Mateo Dr	Peninsula Ave	W Poplar Ave	0.52
Peninsula Ave	Humboldt St	N San Mateo Dr	0.62
S Grant St	19th Ave	Concar Dr	0.20
S Norfolk St	Marina Lagoon	Roberta Dr	0.36
S Norfolk St	520' NW of E Hillsdale Bvld	E Hillsdale Blvd	0.10
W 5th Ave	Maple Street	El Camino Real	0.22
		Class II Total Miles	**3.03**
Class III Bike Routes			
17th Avenue/Caltrain Access	Palm Avenue	19th Avenue	0.39
19th Ave	Palm Ave	Pacific Ave	0.07

[4] The City of San Mateo's website provides detailed information on traffic calming policies, procedures and accepted techniques. http://www.ci.sanmateo.ca.us/index.aspx?NID=2123

Location	From	To	Length (Miles)
19th Ave	Pacific Boulevard	19th Avenue	0.19
22nd Ave	Isabelle Ave	Hacienda St	0.17
26th Ave	Campus Dr	Hacienda St	0.92
28th Ave	Monterey St	El Camino Real	1.02
2nd Ave	S Fremont St	S Humboldt St	0.14
2nd Ave	S Delaware St	S Fremont St	0.13
31st Ave	Monterey St	Edison St	0.93
37th Ave	Hacienda St	Edison St	0.24
41st Ave	Hacienda St	Beresford St	0.18
Branson Dr	Santa Clara Wy	40th Ave	0.54
Casanova Dr	E 40th Ave	Laurie Meadows Dr	0.03
Columbia -Yale Dr Rt	Alameda de las Pulgas	City Limits	0.56
Cottage Grove Ave	S Norfolk St	Shoreview Ave	0.46
Dale Ave	S Norfolk St	Shoreview Ave	0.36
De Anza Blvd	State Hwy 92	Polhemus Rd	0.34
E 16th Ave	S Claremont Dr	S Railroad Ave	0.05
E 39th Ave	Orinda Dr	Branson Dr	0.36
E 40th Ave	Branson Dr	Orinda Dr	0.47
E Hillsdale Ct	E Hillsdale Blvd	Hillsdale Overcrossing	0.21
Edinburgh -Virginia St Rt	Borel Ave	W 3rd Ave	0.95
Edison St	31st Ave	41st Ave	0.76
Flores St	W 25th St	31st Ave	0.50
Franklin St	Parrott Dr	Virginia Ave	0.06
Glendora Dr	De Anza Blvd	W Hillsdale Blvd	0.54
Hacienda St	22nd Ave	W 25th Ave	0.18
Hobart Ave - 12th Ave Rt	Alameda de las Pulgas	Palm Ave	0.71
Humboldt St	Peninsula Ave	E 3rd Ave	1.22
Huron Ave - Norfolk St Rt	Monte Diablo Ave	E 3rd Ave	0.54
Isabelle Ave	20th Ave	22nd Ave	0.18
Marine View Ave	Seagate Dr	City Limit	0.02
Mason Ln	31st Ave	28th Ave	0.26
N Claremont St	Peninsula Ave	1st Ave	1.08
Orinda Dr	40th Ave	Santa Clara Way	0.38
Pacific Blvd	Concar Dr	S Delaware St	0.38
Palm Ave	South Blvd	19th Ave	0.26
Parrott Dr	Alameda de las Pulgas	Franklin St	0.47
Rand St	Shoreview Avenue	San Mateo Creek	0.06

Location	From	To	Length (Miles)
S Fremont St	2nd Ave	2nd Ave NW of Gateway Park	0.03
S Grant St	Concar Dr	E 4th Ave	1.24
S Humboldt St	E 5th Ave	E 4th Ave	0.06
Santa Clara Wy	Branson Dr	Orinda Dr	0.29
Seagate Dr	Woodbridge Cir	Marine View Ave	0.02
Shoreview Ave	S Norfolk St	Kehoe Ave	1.09
W 20th Ave	Alameda de las Pulgas	Palm Ave	0.74
W 5th Ave	Virginia Ave	Maple St	0.08
W Poplar Ave	City Limits (Glendale Dr)	Humboldt St	1.92
Woodbridge Cir	Laurie Meadows Dr	Seagate Dr	0.53
		Class III Total Miles	**22.17**
Class III Bike Routes with Shared Lane Markings (SLMs)			
17th Ave	Palm Ave	El Camino Real	0.10
1st Ave	B Street	Claremont Street	0.12
36th Ave	Hacienda St	Alameda De Las Pulgas	0.24
37th Ave	Edison Street	El Camino Real	0.27
41st Ave	Beresford St	El Camino Real	0.15
9th Ave	Palm Ave	S B St	0.14
Alameda de las Pulgas	Crystal Springs Rd	La Casa Ave	3.00
Bladwin Ave	S B St	N San Mateo Dr	0.11
Borel Ave	Bovet Rd	Edinburgh St	0.15
Bovet Rd	El Camino Real	Borel Ave	0.29
Coyote Pt Dr	Bayshore Blvd	end of Coyote Point Dr	0.21
Crystal Springs Rd	Alameda de las Pulgas	W 3rd Ave	0.39
E 5th Ave	San Mateo Dr	S Humboldt St	0.57
Harvard Rd	Nevada Ave	Virginia Ave	0.06
Laurie Meadows Dr	Pacific Blvd	Woodbridge Cir	0.41
N Claremont St	1st Ave	9th Ave	0.50
N San Mateo Dr	W POPLAR AVE	W 5th Ave	0.84
Nevada Ave	Alameda De Las Pulgas	Harvard Rd	0.24
Ocean View Ave	Cottage Grove Ave	Dale Ave	0.14
Otay Ave	Pacific Blvd	San Miguel Wy	0.06
Palm Ave	19th Ave	E 25th Ave	0.49
S B St	Baldwin Ave	9TH AVE	0.54
S Delaware St	E 16th Ave	Concar Dr	0.27
San Miguel Wy	Otay Ave	Orinda Dr	0.31
Saratoga Dr	Hillsdale Blvd	Santa Clara Way	0.12

Location	From	To	Length (Miles)
Virginia Ave	Harvard Rd	Edinburgh St	0.18
W 25th Ave	Hacienda St	S Delaware St	0.35
		Class III + SLM Total Miles	**10.25**

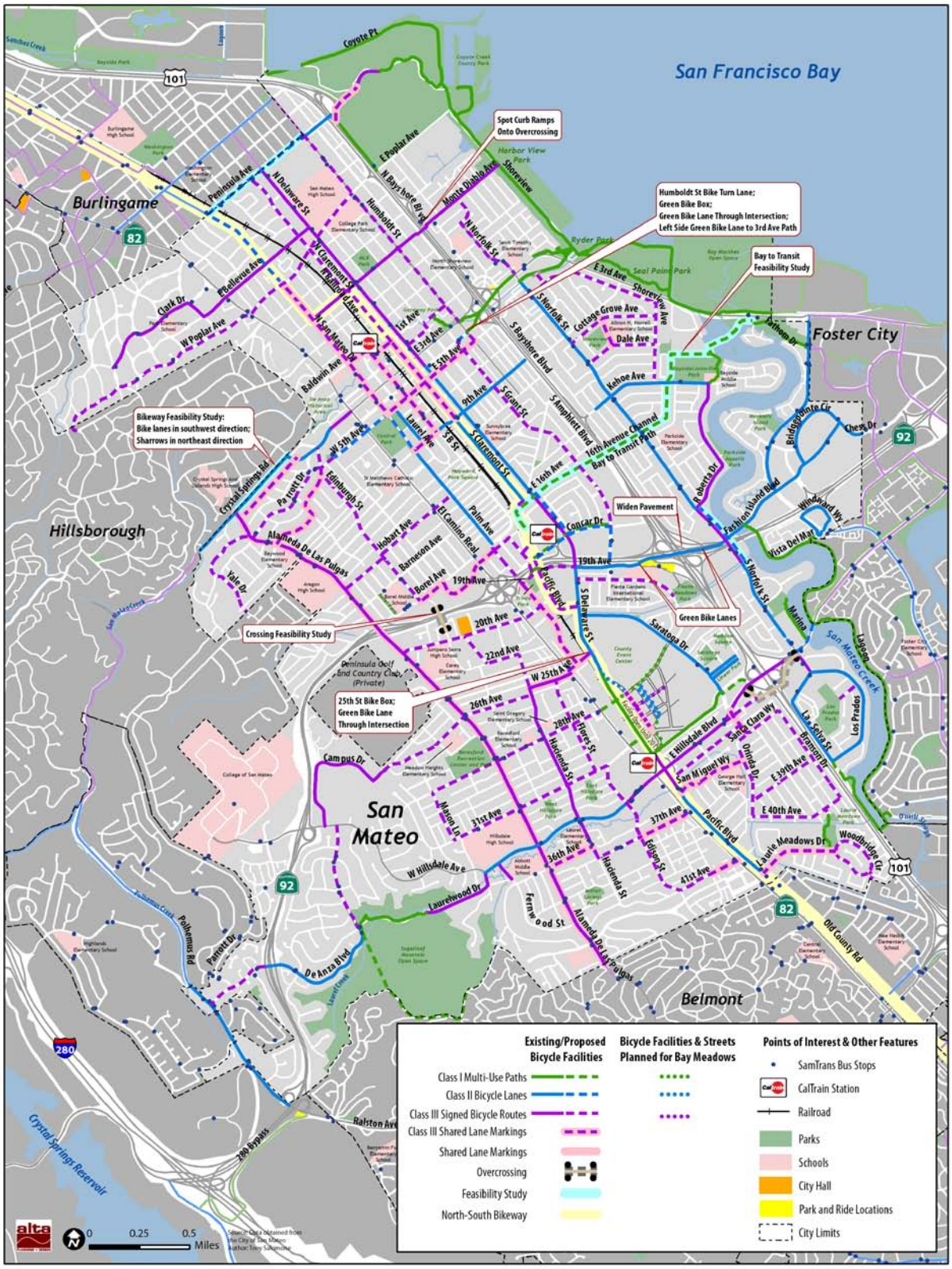

Figure 3-3: San Mateo Existing and Proposed Bikeway Network

Caltrain Station Area Plans

The Bicycle Master Plan expands on the 2008 Caltrain Bicycle Access and Parking Plan, highlighting identified existing and planned station access routes and bike parking improvements for all three San Mateo Caltrain Stations. The 2008 Caltrain Bicycle Access and Parking Plan addresses some access and parking challenges to the Downtown and Hillsdale Caltrain Stations but does not include the Hayward Park Station nor does it include information on existing or proposed connecting bikeways.

3.5.2. Signage and Pavement Marking Improvements

Signage types addressed in the Plan include standard identification signage and wayfinding signage. All bikeways in the City should conform with the signing standards identified in the Caltrans Highway Design Manual and/or the California Manual on Uniform Traffic Control Devices (CUMUTCD). Wayfinding signs direct bicyclists along the bicycle network and to community destinations. These signs may also include "distance to" information, which displays mileage to community destinations. The Plan recommends installation of CAMUTCD wayfinding signs at decision points and confirmation signs that display destinations and mileage.

Pavement markings help alert roadway users to the presence of bicyclists and clearly assign right-of-way to cyclists. Types of pavements marking proposed in the Plan include bike boxes, green bike lanes through conflict areas, and raised pavement markers.

3.5.3. Bicycle Detection at Traffic Signals

Traffic signals control traffic by either using timers or actuation (detection). Bicycle detection at actuated traffic signals can provide a substantial improvement for bicycle access and mobility. California Assembly Bill 1581 requires all new and replacement actuated traffic signals to detect bicyclists. Caltrans Policy Directive 09-06 clarifies the requirements and permits loop and video detection.

Many of San Mateo's actuated intersections detect bicyclists, but not all do. The Plan recommends that the City install bicycle detection at all actuated intersections along existing and proposed bikeways. Additionally, the City should consider installing bicycle detection at all actuated intersections. Where loop detection is used, a pavement stencil of the bicycle detection marking should be used to show bicyclists where to position themselves.

3.5.4. Complete Streets Policy

The Plan recommends the City of San Mateo pursue a Complete Streets Policy. The California Complete Streets Act requires all cities and counties, when they update their general plan circulation element, to identify how the city or county will provide for routine accommodation of all roadway users including motorists, pedestrians, bicyclists, people with disabilities, seniors and users of public transportation – or to design 'complete streets' for all users. Local governments adopt Complete Streets policies in order to direct transportation planners and engineers to design roadways with all users in mind.

3.5.5. Maintenance Program for Existing Public Asscess Facilities and Private Property

The City of San Mateo does not have a program in place for addressing maintenance on existing public access bikeway facilities on private property. The Plan recommends the City develop a maintenance program to ensure public facilities on private property are maintained on a regular basis.

3.5.6. Bicycle Facility Maintenance

The Public Works Pavement Management Program prioritizes roadways for repaving, surfacing, and striping. Uneven pavement can present both physical hazards and distractions to cyclists. The Plan recommends the City include the presence of bikeways in the criteria used to determine repaving.

3.5.7. San Mateo Vehicles and Traffic Code 11.56.100 Revision

Current San Mateo Vehicles and Traffic Code 11.56.100 does not conform with California Vehicle Code. Section 11.15.100 also prohibits riding a bicycle on the sidewalk. The Plan recommends the City revise these sections to conform to California Vehicle Code Section 21202, which related to where bicyclists should position themselves within the public right-of-way.

3.5.8. San Mateo Zoning Code 27.64.080 Revision

Current San Mateo Zoning Code 27.64.080 restricts the use of residential off-street parking and garage facilities to storage of automobiles; however residential off-street parking and garage facilities are logical locations for bicycle parking. The Plan recommends the City revise this section to allow for bicycle parking.

3.5.9. Spot Improvements

Spot improvements include location specific engineering improvements. These engineering improvements are designed to address specific locations where the community reported a network barrier, locations with a high number of bicycle related collisions and locations with a number of points of conflict. Recommended spot improvements include:

- **4th Avenue and Humboldt Street Improvements:** install a bike box at the southeast intersection leg a green bike lane on 4th Avenue, and an angled ramp on the 3rd Avenue Median Path where it connects with 4th Avenue.
- **19th Avenue and US 101 Undercrossing Improvements:** widen the bike lane at pinch spots, stencil and sign the bike lane at frequent intervals to clearly identify the lane for both bicyclists and motorists and to install green bike lanes through the freeway ramps.
- **Monte Diablo and US 101 Overcrossing Improvements:** install curb ramps at both overcrossing entrances.
- **Poinsettia Avenue and Pacific Boulevard Curb Cut Connection:** construct a curb cut so bicyclists can access the Poinsettia Avenue Class III Bike Route as an alternate route to Hillsdale Boulevard.

- **5th Avenue from El Camino Real to San Mateo Drive Road Diet Study:** initiate a study to analyze the feasibility of removing one travel lane along 5th Avenue and including bicycle lanes in both directions.
- **31st Avenue from El Camino Real to Edison 'Street Share the Road' Signs**: work with the property owner to install "Share the Road" signs as a short term improvement.

3.5.10. Studies

The Bicycle Master Plan includes studies intended to investigate the feasibility of proposed concepts or to further investigate opportunities for improvements. The projects described in the studies are:

- **Bay to Transit Path Feasibility Study:** a feasibility study for the Bay to Transit Trail project, which envisions development of a paved two-mile pedestrian and bicycle pathway along the existing city-owned creek drainage channel from the Hayward Park Caltrain Station to the regional San Francisco Bay Trail.
- **3rd Avenue & Norfolk Street Intersection Improvement Study:** a study to improve access to the path entrance. Possible improvements may include signage and striping.
- **Crystal Springs Road Bike Lane Feasibility Study:** a study analyzing the feasibility of bikes lanes on westbound, uphill direction of Crystal Springs Road Alameda De Las Pulgas and 3rd Avenue and shared lane markings eastbound. The project may also include a bike box on Crystal Springs at Alameda De Las Pulgas.
- **Norfolk Street Bike Lane Feasibility Study:** a study to analyze the feasibility of installing bike lanes on Norfolk Street between Roberta Drive and the channel south of Fashion Island Boulevard.
- **Pennisula Avenue Bike Lane Feasibility Study:** work with the City of Burlingame to complete a feasibility study of bike lanes on Peninsula Avenue.
- **Highway 92 Crossing Study:** a feasibility study to determine the opportunities and challenges of a crossing of Highway 92 near Edinburgh St.
- **Bicycle Share Program:** a study investigating the feasibility of a bike share program. Bike share programs include installation of bicycle share stations where members can 'check-out' a bike for use. The system is similar to popular car-share programs.

3.5.11. Bicycle Parking

Bicycle parking is an essential element of any bikeway network. The Plan presents recommended types of bicycle parking, citywide bicycle parking recommendations, and recommendations for specific locations in San Mateo's downtown. The Plan also recommends bicycle parking rates for new development projects.

3.6. Policy Setting

City of San Mateo land use and transportation development are guided by a variety of plans with varying scopes. The City of San Mateo General Plan Vision 2030 EIR (Vision 2030 General Plan EIR), certified by the City Council on October 18, 2010, guides future development and sets a foundation for master and Specific

Plans to follow. Other policy documents that would guide future development of the Plan Area include the Sustainable Initiatives Plan (2007) and the Green Building Ordinance (2010). San Mateo also has adopted several Specific Plans and Area Plans establishing land use and design standards for focused geographic areas of the City, including the Bay Meadows Specific Plan (2009), Bay Meadows Phase II Specific Plan Amendment (2005), Bicycle Parking Plan (2008), Hayward Station Bicycle Access Administrative Report (2009), Rail Corridor Transit-Oriented Development Plan (2005), Grand Boulevard Initiative Multi-Modal Access Strategy Progress Report (2007), Grand Boulevard Initiative Multi-Modal Access Strategy & Context-Sensitive Design Guidelines (2010), E.1.12. El Camino Real Master Plan (2001), E.1.13. Laurelwood Park and Sugarloaf Mountain Open Space Management Plan and Mitigated Negative Declaration (2006), and Shoreline Parks Master Plan and Mitigated Negative Declaration (2000).

3.7. Implementation

Implementation of the Plan would follow a phased process, subject to a large number of variables; the most important of these variables including availability of funding for non-motorized transportation, City of San Mateo success in obtaining competitive grant funding, and local community and political support. First, the City Council would approve the IS/MND and adopt the Plan.

The recommended improvements in the Plan have been ranked to create a prioritized list of bicycle projects for implementation. As projects are implemented, lower ranked projects move up the list. The three phasing groups are Tier 1, Tier 2, and Tier 3, as described below:

- Tier 1 projects have the highest potential for addressing the City's goals for bicycle transportation and are intended for near-term project implementation within one to five years.
- Tier 2 projects are intended for development within 6 to 10 years.
- Tier 3 projects are not currently ready for implementation but are included as long-term potential bicycle-specific projects over the next 11 to 20 years.

The Plan identifies high priority projects, which represent roughly $1.2 Million dollars in capital improvements and can be implemented in the next one to five years. These high priority projects are supplemented with additional spot improvements and Downtown priorities.

The high-priority Tier 1 project list, and perhaps the overall system and segments themselves, may change over time as a result of changing bicycling patterns, land use patterns, implementation constraints and opportunities and the development of other transportation system facilities. The City of San Mateo should review the project list and project ranking at regular intervals to ensure it reflects the most current priorities, needs, and opportunities for implementing the bicycle network in a logical and efficient manner.

This page intentionally left blank.

4. Environmental Checklist and Findings

4.1. Discussion of Environmental Evaluation

Items identified in each section of the environmental checklist below are discussed following that section. Required mitigation measures are identified (if applicable) where necessary to reduce a projected impact to a level that is determined to be less than significant.

4.2. Sources

The General Plan Environmental Impact Report (State Clearinghouse number 20099032099) is herein incorporated by reference in accordance with Section 15150 of the CEQA Guidelines. Pursuant to Section 15152 of the California Environmental Quality Act (CEQA) Guidelines, this Initial Study is tiered from the City of San Mateo General Plan Environmental Impact Report (General Plan EIR) (State Clearinghouse Number 20099032099). Copies of this document and all other documents referenced herein are available for review at the City of San Mateo Planning Division, 330 W. 20th Avenue, San Mateo, CA, or are available online. This includes the following documents:

1. City of San Mateo General Plan
2. General Plan Environmental Impact Report
3. City of San Mateo Municipal Code
4. Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project Mitigated Negative Declaration
5. Site Visits and Analysis

4.3. Environmental Checklist

I. AESTHETICS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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) Substantially degrade the existing visual character or quality of the site and its surroundings?	❒	❒	■	❒
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	❒	❒	❒	■

Existing Conditions

The City of San Mateo is set between two dominant physical features, San Francisco Bay to the east and the ridge of hills along the City's western border. The significant natural resource areas in San Mateo are the Bay Shoreline, Marina Lagoon, Sugarloaf Mountain, San Mateo, Beresford, and Laurel creeks, and certain undeveloped private lands which provide open space and wildlife habitat.

The City has balanced commercial and residential growth, with a distinguished downtown and distinct, walkable neighborhoods. The City's residential stock is approximately half single-family dwellings and half multi-family. Many new developments contain mixed-use buildings or combine residential and non-residential uses in close proximity to each other. San Mateo is a mostly built-out city.

Discussion

a) Would the project have a substantial adverse effect on a scenic vista?

Scenic resources in the City include the San Francisco Bay Shoreline, Sugarloaf Mountain, creeks and channels, Marina Lagoon, and the western hills. Areas anticipated for development under the Bicycle Master Plan would be located within or along paved streets, or along the 16th Avenue Channel. General Plan policies (e.g., General Plan policies UD 1.4, C/OS 2.1, and C/OS 3.1) and City standards contained in the Municipal Code will help to minimize the effects of new development on scenic vistas and scenic resources. Regarding heritage trees and street trees, the City of San Mateo has specific General Plan policies (C/OS 6.1 through 6.8) and code standards for tree retention and replacement that are intended to preserve heritage trees, direct the planting of replacement trees when necessary, and enhance the City's image as a Tree City. As a result, the Bicycle Master Plan would not have a substantial adverse impact on a scenic vista. (*Less than Significant*)

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway?

The City of San Mateo does not contain any officially designated State of California scenic highways. The County of San Mateo General Plan states that Alameda de las Pulgas, Crystal Springs Road, Polhemus Road, and State Route 92 are County-designated scenic roads. These notable roadways, and J. Hart Clinton Drive within and adjacent to the City, offer views of creeks, hillsides, the Bay, and San Francisco and East Bay skylines, among other sights. Visual liabilities include inconsistent vegetation and grading. The Bicycle Master Plan improvements are generally located either on-street or within developed areas and, as such, no significant impacts to trees, rock outcroppings or historic buildings are anticipated. Therefore, the Bicycle Master Plan would have no impact on scenic resources within a scenic highway. (***Less than Significant***)

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The Master Plan would involve the development of bikeways, bicycle parking, signage, and other improvements. The majority of these projects would take place within previously developed areas along existing roadways. These projects would be placed at grade and well below the elevation of surrounding structures. Any structures, such as signage, fencing, and walls, would be reviewed to ensure that such features are compatible with the surrounding environment. The proposed bike paths would generally follow the contours of the landscape and would not involve substantial grading. Where earthwork is necessary for structural support (e.g., on sideslopes), the bike path design would be reviewed by the appropriate public works department to ensure that such earthwork is compatible with surrounding topography and landforms and meets applicable General Plan policies and the requirements of the City's Site Development Code. Accordingly, the projects identified in the Bicycle Master Plan would not detract from the character of existing communities. (***Less than Significant***)

d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

The Bicycle Master Plan Area is urbanized and extensively developed. The proposed Class I bikeway projects would not involve the installation of new lighting fixtures. Therefore, the Bicycle Master Plan would have no impact. (***No impact***)

II. AGRICULTURE AND FORESTRY

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	❒	❒	❒	■
d) Result in the loss of forest land or conversion of forest land to non-forest use?	❒	❒	❒	■
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	❒	❒	❒	■

Existing Conditions

The City is largely built out, with only a few individual parcels left undeveloped that are not otherwise classified as open space or environmentally preserved lands. The existing land use pattern is generally a mix of low, medium, and high-density residential neighborhoods and office and commercial centers, combined with parks and open spaces.

Discussion

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?

The California Division of Land Resource Protection's 2008 San Mateo County Important Farmland Map identifies the City as Urban and Built-Up Land and Other Land. The Bicycle Master Plan would have no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. ***(No Impact)***

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Properties within San Mateo with agricultural zoning designations include the San Mateo County Fairgrounds and a property adjacent to Highway 92, San Mateo Community College and the Hillsborough City limit. The City does not contain any lands under Williamson Act contract[5]. The Master Plan would involve the development of bikeways, bicycle parking, signage, and other improvements within roadway rights-of-way or along drainageways. The Bicycle Master Plan would not conflict with existing zoning for agricultural use or Williamson Act contract. ***(No impact)***

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The City does not include lands designated as forest land or timberland. The Bicycle Master Plan would have no impact on forest land or timberland resources. ***(No Impact)***

d) Result in the loss of forest land or conversion of forest land to non-forest use?

The City does not include lands designated as forest land. The Bicycle Master Plan would not result in the loss of forest land or the conversion of forest land. ***(No Impact)***

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The Master Plan would involve the development of bikeways, bicycle parking, signage, and other improvements within roadway rights-of-way or along drainageways. The Bicycle Master Plan would not result in conversion of farmland or forest land. ***(No Impact)***

---

[5] State of California Resources Agency, Department of Conservation, Division of Land Resource Protection. San Mateo County Williamson Act 2006: Land Enrolled in Williamson Act and Farmland Security Zone Contracts as of 01-01-2006. ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Map%20and%20PDF/San%20Mateo/san_mateo_2006.pdf

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	❒	❒	■	❒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❒	❒	■	❒
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	❒	❒	■	❒
d) Expose sensitive receptors to substantial pollutant concentrations?	❒	❒	■	❒
e) Create objectionable odors affecting a substantial number of people?	❒	❒	❒	■

Existing Conditions

Regional meteorological and topographical factors give San Mateo a relatively high atmospheric potential for pollution compared to other parts of the San Francisco Bay Air Basin and provide a high potential for transport of pollutants to the east and south.

The California Air Resources Board (CARB) sets and enforces emission standards for motor vehicles, fuels, and consumer products, sets health-based air quality standards, and oversees and assists local air quality districts throughout the State. The Bay Area Air Quality Management District (BAAQMD) is the public agency entrusted with regulating stationary sources of air pollution in the nine counties that surround San Francisco Bay, including San Mateo County. BAAQMD has adopted the 2005 Ozone Strategy, which provides a roadmap for compliance with California Clean Air Act planning requirements, and the 2009 Bay Area Clean Air Program, which establishes emissions control measures to be adopted or implemented in the 2009 to 2012 timeframe.

BAAQMD monitors air quality at several locations in the San Francisco Bay Air Basin including Redwood City, which is the closest multi-pollutant monitoring site to the Bicycle Master Plan Area. Historically, the most problematic criteria pollutants in the San Mateo area include ozone, particulate matter, and carbon monoxide.[6] Combustion of fuels and motor vehicle emissions are a major source of each of these three criteria

[6] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.5-2.

pollutants. Ambient air quality monitoring data from the Redwood City station show no daily exceedance of federal or State standards for any of the pollutants tracked in 2008;[7] however, the City of San Mateo is within the San Francisco Bay Area Air Ozone non-attainment area as delineated by the U.S. Environmental Protection Agency (EPA).

Toxic air contaminants (TACs) are another class of pollutants generated from sources such as petroleum refining and chrome plating operations, operation of gas stations and dry cleaning equipment, and diesel engine particulate matter. Mobile sources, such as trucks, buses, automobiles, trains, ships, and farm equipment, are by far the largest source of diesel emissions. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections.[8] The human health risks associated with TACs include cancer, birth defects, neurological damage, and death; however, no safe levels of exposure to TACs have been established.

Discussion

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

By improving bicycle facilities in the City, the Bicycle Master Plan intends to provide opportunities for forms of transportation other than the automobile. These alternative transportation projects could reduce motor vehicle traffic and associated air emissions, and could be considered to have a beneficial air quality impact. As such, the Bicycle Master Plan supports the objectives of both the 2005 Ozone Strategy and the 2010 Bay Area Clean Air Plan. **(*Less than Significant*)**

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

With respect to long-term (operational) emissions, the proposed Plan would involve the construction of bicycle facilities that would provide opportunities for non-motorized transportation. These projects would have the potential to reduce motor vehicle emissions, and would be considered to have a beneficial air quality impact. As such, implementation of the Bicycle Master Plan would not violate or compound an existing violation of air quality standards.

Construction activities associated with buildout of the Bicycle Master Plan could potentially generate exhaust emissions and fugitive dust that would affect local air quality; however, air quality effects from construction activities would be temporary and implementation of Mitigation Measures MM 1a through MM 1c from the Vision 2030 General Plan Draft EIR would ensure compliance with BAAQMD dust, lead paint, asbestos, and construction emissions standards. As described in Chapter 3, buildout of the Bicycle Master Plan would be consistent with the Vision 2030 General Plan. Therefore, overall, air quality impacts from buildout of the Bicycle Master Plan would be less than significant. **(*Less than Significant*)**

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Bicycle Master Plan Area is within the EPA-designated San Francisco Bay Area Air Ozone non-attainment area, although recent ambient air quality monitoring data from the Redwood City station do not indicate

[7] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.5-4.
[8] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.5-5.

exceedence of federal or State ozone standards. The Bicycle Master Plan proposes construction of bicycle facilities that would provide opportunities for non-motorized transportation. Therefore the Bicycle Master Plan would not result in a cumulatively considerable net increase of ozone. **(*Less than Significant*)**

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

The Master Plan would involve the development of bikeways, bicycle parking, signage, and other improvements within roadway rights-of-way or along drainageways. The Bicycle Master Plan proposes bikeways along two City of San Mateo-designated truck routes: 25th Avenue and 28th Avenue. Diesel trucks are a source of diesel particulate matter, a TAC which poses human health risks. As such, buildout of the Bicycle Master Plan could potentially locate sensitive receptors including children, seniors, and people with impaired lung functions near existing sources of TACs. However, bikeway facilities under the Bicycle Master Plan would be consistent with the Vision 2030 General Plan. Additionally, it is anticipated that State-wide controls and programs designed to reduce diesel particulate emissions from on-road vehicles will dramatically reduce these emissions in the future. Therefore, the Bicycle Master Plan would result in a less-than-significant impact on sensitive receptors exposed to concentrations of TACs. **(*Less than Significant*)**

e) Would the project create objectionable odors affecting a substantial number of people?

The bicycle and programs proposed in the Bicycle Master Plan would not create objectionable odors. Consequently, the Bicycle Master Plan would not result in objectionable odors affecting a substantial number of people and there would be no impact. ***(No Impact)***

IV. BIOLOGICAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, of special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game 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, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❒	❒	■	❒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption or other means?	❒	❒	■	❒

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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?	❒	❒	■	❒

Existing Conditions

The Bicycle Master Plan Area consists largely of residential and commercial development with some parks/open spaces, primarily along the east side of the Bicycle Master Plan Area. Dominant natural features within the Bicycle Master Plan Area include San Mateo Creek, which flows from Crystal Springs Reservoir to the San Francisco Bay, Coyote Point County Park, the 225-acre Sugarloaf open space area, Marina Lagoon, and the 3-mile length of shoreline along the San Francisco Bay. The Bicycle Master Plan Area contains various waterways and creeks including the Marina Lagoon (formally Seal Slough), San Mateo Creek, Polhemus Creek, Laurel Creek, Madera Creek, and others. The surrounding vicinity is composed of a similar mix of residential, commercial, and open space areas.

Dominant biological communities within the Bicycle Master Plan Area include annual grassland, blue oak woodland, chamise-redshank chaparral, coastal oak woodland, coastal scrub, eucalyptus, lacustrine, riverine, saline emergent wetland, urban, valley foothill riparian, and valley oak woodland.

The San Mateo Vision 2030 General Plan states that there are no USFWS-defined critical habitat is located within the General Plan Planning Area[9]; however, there is designated critical habitat for the California red-legged frog (Rana aurora draytonii) west of the General Plan Planning Area near I-280. The City of San Mateo General Plan identified fifty-two special-status plant species with the potential to occur within the General Plan Planning Area. The CNDDB identified the occurrence of 21 sensitive plants within the General Plan

[9] The Vision 2030 General Plan Planning Area includes the incorporated City, the Planning Area, and the City's Sphere of Influence (SOI). The General Plan Planning Area encompasses 15.7 square miles (3.2 square miles of which are bay waters), including the City of San Mateo (13.5 square miles) and the unincorporated lands (2.2 square miles).

Planning Area or within 1 mile of the General Plan Planning Area boundary. The General Plan Planning Area does not contain designated critical habitat for any listed plant species[10].

Discussion

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species?

The majority of the bicycle projects proposed in the Bicycle Master Plan would involve improvements to existing roadways and would not affect biological resources. Some of the proposed multi-use path projects would involve new bike path construction near areas with potential for sensitive biological resources. With proper design, off-street bike paths are expected to be compatible with existing habitats and would not result in significant impacts to sensitive plant or animal species. Implementation of mitigation measures MM 4.9.1a, MM 4.9.1b from the Vision 2030 General Plan Draft EIR regarding special-status species would ensure that any covered species would not be adversely impacted. General Plan Conservation and Open Space (C/OS) Policy 5.2 (as revised per General Plan EIR MM 4.9.1b) requires site evaluations for and mitigation of potential adverse impacts to candidate, sensitive and special-status species, as follows:

> *C/OS 5.2: Site Evaluations. Require independent professional evaluation of sites during the environmental review process for any public or private development located within known or potential habitat of species designated by state and federal agencies as rare, threatened, or endangered, as shown in Appendix G, and as amended if new species are so designated.*
>
> *The site evaluation required shall determine the presence/absence of these special-status plant and animal species on the site. The surveys associated with the evaluation shall be conducted for proper identification of the species. The evaluation will consider the potential for significant impacts on special-status plant and animal species and will identify feasible mitigation measures to mitigate such impacts to the satisfaction of the City and appropriate governmental agencies (e.g., U.S. Fish and Wildlife Service and California Department of Fish and Game). Require adequate mitigation measures for ensuring the protection of sensitive resources and achieving "no net loss" of sensitive habitat acreage, values and functions. In lieu of the site evaluation, presence of special status plant and animal species may be assumed and mitigation requiring "no net loss" of sensitive habitat acreage may be applied (Vision 2030 General Plan Conservation and Open Space Element, 2010).*

Prior to bike path construction in undeveloped areas, detailed biological surveys would be undertaken to ensure that final bike path alignment avoids sensitive habitat areas to the maximum extent feasible and that measures are taken to mitigate any adverse construction or operation related impacts to candidate, sensitive and special-status species. Additionally, trail construction within the Laurelwood Park and Sugarloaf Mountain Open Space would be required to adhere to the mitigation measures identified in the Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project Mitigated Negative Declaration (2006). **(*Less than Significant*)**

[10] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.9-12 and -13.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community type?

Some of the proposed multi-use path projects would involve new bike path construction near areas with potential for riparian habitat or other sensitive natural community type. Policies C/OS 2.1 and C/OS 2.4 from the Vision 2030 General Plan establish controls on creekside development which seek to preserve and enhance riparian vegetation and habitat. Additionally, implementation of Mitigation Measures MM 4.9.2a, MM 4.9.2b, and MM 4.9.2c from the Vision 2030 General Plan EIR would ensure impacts to sensitive resources associated with public access are less than significant. Trail construction within the Laurelwood Park and Sugarloaf Mountain Open Space would be required to adhere to the mitigation measures identified in the Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project Mitigated Negative Declaration (2006). Consequently, the Bicycle Master Plan would not result in an adverse impact on riparian habitat or sensitive natural communities. **(*Less than Significant*)**

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act, through direct removal, filling, hydrological interruption or other means?

The City contains several wetland types, including tidal marsh (saline emergent wetlands), lacustrine, riverine, and estuarine (San Francisco Bay)[11]. The majority of the bicycle projects proposed in the Bicycle Master Plan would involve improvements to existing roadways and would not affect protected wetlands. Implementation of Mitigation Measures MM 4.9.2a, MM 4.9.2b, and MM 4.9.2c from the Vision 2030 General Plan Draft EIR would ensure impacts to sensitive resources, including wetlands, are less than significant. **(*Less than Significant*)**

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?

Development of the majority of proposed bicycle projects would occur along existing roadways, well away from waterways. Bikeway improvements proposed near local rivers or streams, such as the Marina Lagoon Multi-Use Path, would occur outside of the channel, and would not interfere with the movement of fish or other aquatic species. Additionally, Policies C/OS 2.1 and C/OS 2.4 from the Vision 2030 General Plan establish controls on creekside development preserve and enhance riparian vegetation and habitat. Consequently, the Bicycle Master Plan would not interfere with fish or wildlife movement or adversely affect wildlife corridors. **(*Less than Significant*)**

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

The Bicycle Master Plan would comply with all applicable ordinances of the City related to tree preservation and vegetation removal. Therefore, the Bicycle Master Plan would result in a less than significant impact. **(*Less than Significant*)**

[11] City of San Mateo, 2009, *General Plan Draft EIR*, page 4.9-10 and -11.

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?

The Bicycle Master Plan would comply with the Vision 2030 General Plan and applicable City ordinances. Development consistent with the Vision 2030 General Plan would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. Implementation of mitigation measures MM 4.9.1a, MM 4.9.1b, MM 4.9.2a, MM 4.9.2b, and MM 4.9.2c from the Vision 2030 General Plan Draft EIR regarding biological resources, particularly those related to riparian corridors, wetlands, special-status species, sensitive natural communities, and wildlife movement corridors, would ensure that any covered species under the recovery plan would not be adversely impacted. As a result, this impact would be less than significant. (***Less than Significant***)

V. CULTURAL RESOURCES Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	❒	❒	■	❒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	❒	❒	■	❒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❒	❒	■	❒
d) Disturb any human remains, including those interred outside of formal cemeteries?	❒	❒	■	❒

Existing Conditions

Previous investigations have indicated the presence of Native Americans during prehistoric times in the area between San Francisco Bay and the foothills, primarily along water bodies such as San Mateo Creek. By 1770, an estimated 1,400 Ramaytush of the Costanoan people lived in or around the Bicycle Master Plan Area; however, there are no known or recorded prehistoric sites in or adjacent to the Bicycle Master Plan Area. Railroad development and construction of the Crystal Springs dam were the principal engines of development in present day San Mateo. Construction of a railroad linking San Francisco and San Jose began in 1861, and completion of the Crystal Spring dam in 1889 provided a source of quality drinking water to people in the area, facilitating further development.

The State Historical Resources Commission has developed the California Register of Historical Resources, a program for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The Register is the authoritative guide to the State's significant historical and archeological resources. A building, a site, an object, or even a district can be considered an historical resource. The Register encourages public and private protection of historical resources. The City of

San Mateo Historic Preservation Ordinance also seeks to preserve and protect cultural resources within its jurisdiction.[12]

The City has been mapped for archaeological sensitivity and is divided into three sensitivity zones. The majority of the City is in a "low sensitivity" zone wherein archaeological resources are not generally expected but may occur. The City has two identified historic districts, the Downtown Historic District and the Glazenwood Historic District. The downtown area is of particular importance and interest with respect to historic structures. These historic structures, as identified in the 1989 survey, contribute to Downtown's identity and add to the overall character of the City. The areas along Third Avenue and B Street contain the largest concentration of historical structures within the Downtown and form the Downtown Historic District. There are no known paleontological resources in the City of San Mateo[13].

Discussion

a) Would the Project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Implementation of the Bicycle Master Plan would result in new bikeways, bicycle parking and signage, primarily within existing street rights-of-way. Implementation of Vision 2030 General Plan policies C/OS 7.1, and C/OS 8.1, through C/OS 8.5, applicable zoning code requirements, and standard conditions of project approval would mitigate any potentially significant impacts to historical resources to a less than significant level. (***Less than Significant***)

b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The City has been mapped for archaeological sensitivity and is divided into three sensitivity zones. The high sensitivity zone includes recorded archaeological sites and the immediate area which are favorable sites. The 1983 survey concluded that while soil removal and construction have eliminated most above ground shell mounds, good potential still exists for the presence of undisturbed subsurface archaeological deposits at surveyed sites. Implementation of the Bicycle Master Plan would largely involve restriping for bikeways and installation of signage and bike parking in previously developed areas. Therefore, discovery of unrecorded archaeological resources is unlikely. Implementation of Vision 2030 General Plan policies C/OS 7.1, C/OS 8.1 through C/OS 8.5, applicable zoning code requirements, and standard conditions of project approval would mitigate any potentially significant impacts to archeological resources to a less than significant level. (***Less than Significant***)

c) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Vision 2030 General Plan does not identify any paleontological resources or sites in the Bicycle Master Plan Area. The Bicycle Master Plan Area is already almost entirely developed and implementation of the Bicycle Master Plan would largely involve striping and signing bikeways along existing streets. Therefore,

---

[12] City of San Mateo, Municipal Code, Title 27.66 Historic Preservation, http://www.cityofsanmateo.org/index.aspx?NID=808, accessed on November 1, 2010.
[13] City of San Mateo, 2009, *General Plan Draft EIR*.

discovery of unrecorded paleontological resources is unlikely and impacts from buildout of the Bicycle Master Plan would be less than significant. (*Less than Significant*)

d) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

As described above, the Bicycle Master Plan Area is already substantially developed and implementation of the Bicycle Master Plan would largely involve work in previously developed sites. Therefore, discovery of unrecorded human remains is unlikely and impacts from implementation of the Bicycle Master Plan would be less than significant. The City typically imposes a standard condition of approval that requires construction to be halted in the event of the discovery of archaeological resources, with a qualified archaeologist required to evaluate the uniqueness of the find and to contact local Native American and Historical organizations, and then recommend a further course of action (*Less than Significant*)

VI. GEOLOGY AND SOILS Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Expose people or structures to 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 risks to life or property?	❒	❒	■	❒

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 waste water?	❒	❒	❒	■

Existing Conditions

The City of San Mateo encompasses a variety of upland, hillside, valley, and alluvial fan land forms. The City is situated along the northeasterly flank of the central Santa Cruz Mountains but is separated from the range both geologically and topographically by the San Andreas fault and its associated rift valley. The bedrock types that underlie the City are different from most of those found to the southwest across the San Andreas fault. There are no known active faults or Alquist-Priolo earthquake hazard zones in the City of San Mateo.[14] Older, inactive faults present in San Mateo do not show signs of recent movement; however, the San Andreas Fault lies approximately 3 miles west of the City, and the Hayward Fault is located approximately 14 miles to the northeast of the City.

The City's Site Development Code (Chapter 23.40 of the City of San Mateo Municipal Code) establishes administrative procedures, regulations, required approvals, and performance standards for site grading, construction on slopes, and removal of major vegetation. In general, a planning application and a subsequent site development permit are required for development where grading exceeds 5,000 square feet in area; grading exceeds a volume of 550 cubic yards; removal of major vegetation (trees over 6 inches in diameter) is proposed; and construction is proposed on a slope of 15 percent or greater. The intent of the ordinance is to protect public and private lands from erosion and earth movement, minimize the risk of injury to persons and damage to property, and ensure that each development relates to adjacent lands to minimize physical problems.

Discussion

a) Would the project expose people or structures to 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?

(i) As described above, there are no known active faults or Alquist-Priolo earthquake hazard zones in the Bicycle Master Plan Area, and older, inactive faults present in the Bicycle Master Plan Area do not show signs of recent movement. The closest zoned active fault to the Bicycle Master Plan Area is the San Andreas fault

[14] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.7-8.

zone, approximately 3.5 miles to the southwest. Accordingly, fault rupture in the Bicycle Master Plan Area is not anticipated and the risk of loss, injury, or death due to rupture of a known fault would be minimal. Associated impacts would therefore be less than significant. ***(Less than Significant)***

(ii) The Bicycle Master Plan proposes to develop bikeways in zones identified in the Vision 2030 General Plan as susceptible to a range from very low to extremely high shaking amplification during earthquakes. The Working Group on California Earthquake Probabilities has estimated that there is a 70 percent probability of a magnitude 6.7 or greater earthquake within the San Francisco Bay Region before 2030.[15] The Bicycle Master Plan would involve the construction of at-grade bicycle improvements, support facilities, signs and other similar improvements that would be utilized for commuting, recreation, and utilitarian trips. All bicycle facilities would be constructed in accordance with applicable seismic standards and would not increase the exposure of users to seismic hazards. ***(Less than Significant)***

(iii) Approximately half the City area is in a zone designated in the Vision 2030 General Plan as having either moderate or high risk of liquefaction in the event of an earthquake. All bicycle facilities would be constructed in accordance with applicable seismic standards and would not increase the exposure of users to seismic-related ground failure. Therefore this impact would be less than significant. ***(Less than Significant)***

(iv) The Bicycle Master Plan would involve the construction of at-grade bicycle improvements, support facilities, signs and other similar improvements in areas the Vision 2030 General Plan identifies as having moderate to high slope failure potential. The majority of projects proposed under the Bicycle Master Plan are improvements to the existing roadway network and would not involve substantial construction. In instances where contemplated improvements require any excavation, grading, or fill, a geotechnical investigation would be required to be conducted prior to final bikeway path design and the recommendations of the investigation incorporated into the design, consistent with Chapter 23.40 of the City of San Mateo Municipal Code. Provided that all proposed bikeway improvements conform to local engineering and seismic standards, the Bicycle Master Plan would not expose users to any hazards involving landslides. **(*Less than Significant)***

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

The Bicycle Master Plan Area is already almost entirely developed and buildout of the Bicycle Master Plan would primarily involve improvements to the existing roadway network. Therefore substantial soil erosion and loss of topsoil are not anticipated. Further, Policy S.1.3 from the Vision 2030 General Plan requires erosion control measures for all development sites where grading would occur. Consequently, impacts related to soil erosion and loss of topsoil under the Bicycle Master Plan would be less than significant. **(*Less than Significant*)**

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Most of the City is located either in a zone with moderate or high risk of liquefaction in the event of an earthquake or in an area with high to moderate slope failure potential. The majority of projects proposed under the Bicycle Master Plan are improvements to the existing roadway network and would not involve substantial construction in undeveloped areas that would pose geologic hazards. Provided that all proposed bikeway improvements conform to local engineering and seismic standards, the Bicycle Master Plan would

[15] Working Group on California Earthquake Probabilities, http://www.wgcep.org/, accessed on September 1, 2010.

not expose users to any geologic hazards. The impact is considered to be less than significant. (*Less than Significant*)

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The majority of projects proposed under the Bicycle Master Plan are improvements to the existing roadway network and would not involve substantial construction. In instances where contemplated improvements require any excavation, grading, or fill, a geotechnical investigation would be conducted prior to final bikeway path design and the recommendations of the investigation incorporated into the design. All bikeway improvements would conform to local engineering standards. Impacts would be less than significant. (*Less than Significant*)

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

The Bicycle Master Plan does not propose the use of septic tanks or alternative wastewater disposal systems. (*No impact*)

VII. GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❒	❒	❒	■
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	❒	❒	❒	■

Existing Conditions

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture solar heat as it is radiated from the surface of the earth back into the atmosphere, creating a warming effect like that of a greenhouse. The accumulation of GHGs in the earth's atmosphere has been linked to global climate change, often described as changes in the climate of the earth caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere. California State law recognizes the following gases as GHGs: Carbon Dioxide (CO2), Methane (CH4), Nitrous Oxide (N2O), Hydrofluorocarbons, Perfluorocarbons, and Sulfur Hexafluoride.

The principal sources of GHG emissions in San Mateo are transportation and electric power generation. Taken together these two sources emit approximately 74 percent of GHGs in the State. The Bay Area Air Quality management District (BAAQMD) has established thresholds of significance for operations-related GHG emissions which apply to the Bicycle Master Plan Area. The litmus test for a significant impact under the BAAQMD thresholds is either compliance with a qualified Climate Action Plan or a qualified General Plan or annual emissions of less than 1,100 metric tons per year.

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which Statewide emission of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. CARB staff is preparing a scoping plan to meet the 2020 greenhouse gas reduction limits outlined in AB 32. In order to meet these goals, California must reduce their greenhouse gases by 30 percent below projected 2020 levels, or about 10 percent from today's levels.

On September 30, 2008, Governor Schwarzenegger signed into law SB 375. SB 375 focuses on housing and transportation planning decisions to reduce fossil fuel consumption and conserve farmlands and habitat. SB 375 provides a path for improved planning by providing incentives to locate housing developments closer to where people work and go to school, allowing them to reduce vehicle miles traveled every year. Finally, SB 375 provides certain exemptions under CEQA law for projects that are proposed consistent with local plans developed under SB 375. MTC will prepare a Sustainable Com-munities Strategy for the Bay Area to implement this bill. Although that strategy is not yet available, it will certainly emphasize development like that shown in the Hillsdale Station Area in this Plan, prioritizing the construction of housing and other compatible uses around transit centers.

Discussion

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

The City has adopted a Greenhouse Gas Emissions Reduction Program, and is utilizing the corresponding monitoring tool, in conformance with CEQA Guidelines section 15183.5. In addition, the Greenhouse Gas Emission Reduction Program has been designed to meet the requirements of the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines and the corresponding criteria for a Qualified Greenhouse Gas Emissions Reduction Strategy as defined by the BAAQMD. The Program quantifies specific policies in the Sustainable Initiatives Plan and General Plan, and concludes that with the combination of the Sustainable Initiative Plan, General Plan policies, regional, and State policies and programs, the City will reach its 2020 greenhouse gas emission reduction target.

The levels at which the contribution to greenhouse gases are deemed not to be cumulatively considerable are set forth in the Greenhouse Gas Emissions Reduction Program as shown in **Table 4-1**:

Table 4-1: City of San Mateo Greenhouse Gas Emissions Reductions Summary

Emissions Reductions Summary	Year 2020 (Metric Tons CO_2e)	Year 2030 (Metric Tons CO_2e)
Business-as-usual Forecast	721,367	764,267
Emissions Reduction Target	519,384	305,707
Emissions Forecast with SIP, General Plan, regional, and State policies and programs	516,750	411,875
Source: City of San Mateo, 2010, Greenhouse Gas Emissions Reduction Draft Program, page 43.		

Applying the City's General Plan Policies and Greenhouse Gas Emissions Reduction Program, buildout of the Bicycle Master Plan will not result in the City exceeding the levels set forth above. (*No impact*)

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

As described above, the Bicycle Master Plan would be consistent with the City of San Mateo's Vision 2030 General Plan, its 2007 SIP, and its 2010 Greenhouse Gas Emission Reduction Program. Further, the Bicycle Master Plan would facilitate bicycling and reduce vehicle miles traveled (VMT) and associated vehicle exhaust emissions, thereby aligning with regional goals for the reduction of GHG emissions. (*No impact*)

VIII. HAZARDS & HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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 materials, substances or waste within one-quarter mile of an existing or proposed school?	❒	❒	❒	■

VIII. HAZARDS & HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, 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) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	❒	❒	❒	■
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❒	❒	❒	■
h) 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?	❒	❒	❒	■

Existing Conditions

The City of San Mateo does not have sizeable industrial operations which pose significant risks related to hazardous materials. Hazardous material sites within the Bicycle Master Plan Area are typically associated with past automobile-related activities, such as service stations and automobile repair shops, and tend to be located in proximity to U.S. Highway 101, El Camino Real, Amphlett Boulevard, and Palm Avenue. The primary risk the sites pose is leaking gasoline and diesel fuel hydrocarbons and related compounds into the soil and groundwater. None of the sites in the Bicycle Master Plan Area is on the State of California Hazardous Waste and Substances Site List (Cortese List).

The transport of hazardous materials and waste is limited to non-commute hours and restricted to City-designated truck routes, which include El Camino Real, 25th Avenue, 28th Avenue, and Hillsdale Boulevard. The Union Pacific railroad tracks, which run along the eastern perimeter of the Bicycle Master Plan Area, may also be used to transport hazardous waste, although freight traffic along these tracks is infrequent.

Structures in the Bicycle Master Plan Area built or renovated between 1930 and 1981 could potentially contain asbestos-containing building materials (ACBM), which may pose a human health risk if the ACBMs are damaged or deteriorated. Structures built or renovated prior to 1978 could potentially contain lead-based

paints (LBP), which may pose a health risk if the paint is in poor condition or during its removal. In 1976, the EPA banned the manufacture of polychlorinated Biphenyls (PCB) Transformers and passed regulations on their use and disposal. It is possible that fluorescent light ballast and transformers in the Bicycle Master Plan Area could still contain PCBs. Federal, State, and City of San Mateo regulations and policies are in place to regulate the handling and disposal of ACBMs, LBPs, and PCBs and to minimize the human health risks associated with exposure to them.

There are no public or private air strips in San Mateo or within 2 miles of the City. San Francisco International Airport and San Carlos Airport are both located within 5 miles of the City limit; however, the City of San Mateo is not within the safety zones of either airport. There are no designated Wildland Fire Hazard Areas in the City of San Mateo.[16]

Discussion

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

There would be limited use of gasoline, diesel fuel, tar and other similar substances in the construction of the proposed bicycle improvements and facilities. These substances would be used in small amounts and would have to be handled in accord with OSHA standards. Consequently, there is no substantial risk of exposure to hazardous substances that would result from implementation of the Bicycle Master Plan. Although paints, solvents, cleansers, gasoline, diesel fuel, tar and other hazardous materials may be used during construction of the projects, the quantities of such products are not expected to be large enough to create a potential health hazard. **(*Less than Significant*)**

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

As described above, the Bicycle Master Plan does not propose new land uses which would require the routine transport, use, or disposal of hazardous substances. Handling of hazardous materials that may be required during redevelopment occurring under the Bicycle Master Plan would be done in compliance with applicable federal, State, and local regulations. Consequently, potential impacts related to upset or accident involving hazardous substances would be reduced to a less-than-significant level. **(*Less than Significant*)**

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

The Bicycle Master Plan does not propose land uses which would emit hazardous substances, although the construction of the proposed bicycle improvements and facilities could involve the handling of gasoline, diesel fuel, tar and other similar substances as described above. Handling of any hazardous materials encountered during construction would be done in compliance with federal, State, and municipal regulations and policies which would reduce impacts to less-than-significant levels. **(*No impact*)**

[16] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.3-12.

d) Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?

None of the areas proposed for improvements under the Master Plan are known to be designated hazardous materials sites. In the event that hazardous materials are discovered during construction, construction would cease until such materials have been remediated in accordance with state and local requirements. Such standards have been designed to eliminate or minimize to an acceptable level the potential health impacts associated with human exposure to hazardous materials. As described above, there are no Cortese List sites in the Bicycle Master Plan Area, and therefore no associated risks to the public or the environment. (***No impact***)

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?

As described above, the Bicycle Master Plan Area is not located within the safety zone of either San Francisco International Airport or San Carlos Airport. The Bicycle Master Plan would involve the development of bikeways for use in commuting, recreation, and utilitarian trips. Such transient use of these facilities would not result in any safety impacts related to a public or private airport. (***No impact***)

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

As described above, the Bicycle Master Plan Area is not located within 2 miles of an airstrip. (***No impact***)

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Bicycle Master Plan would provide alternative forms of evacuation in the event of an emergency. Consequently, buildout of the Bicycle Master Plan would not interfere with the City's emergency response plan and would enhance the City's emergency evacuation plan. (***No impact***)

h) 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?

As described above, there are no designated Wildland Fire Hazards Area in or adjacent to the Bicycle Master Plan Area. Additionally, the development of the bicycle facilities proposed in this Master Plan would not increase the fire hazard in the area. Therefore, the Bicycle Master Plan would not pose a significant risk of loss, injury, or death involving wildland fires. (***No impact***)

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	❒	❒	■	❒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	❒	❒	■	❒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❒	❒	■	❒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	❒	❒	■	❒
e) 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?	❒	❒	■	❒
f) Otherwise substantially degrade water quality?	❒	■	❒	❒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❒	❒	❒	■
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❒	❒	■	❒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	❒	❒	■	❒
j) Inundation by seiche, tsunami, or mudflow?	❒	❒	■	❒

Existing Conditions

The City of San Mateo is located along the edge of the San Francisco Bay in San Mateo County and consists of approximately 15.7 square miles, which includes land area and portions of the San Francisco Bay and its associated tidelands and marshlands (3.2 square miles of bay water). The City of San Mateo has several forms of surface water sources including creeks, lagoons, tidal marsh, and bay waters. The City of San Mateo comprises four major drainage basins – the San Mateo Creek complex, the North San Mateo complex, the Marina Lagoon complex, and the 3rd and Detroit watershed, each composed of numerous stream channels, culverts, and storm drainage piping systems. The Marina Lagoon complex is further divided into four minor drainage basins; therefore, there are a total of seven major/minor drainages basins (both artificial and natural) within the City of San Mateo. Water quality in the Bicycle Master Plan Area is regulated by a National Pollutant Discharge Elimination System (NPDES) permit issued for the San Francisco Bay Area Region.

Portions of the City are located within the Federal Emergency Management Agency (FEMA) 100-year floodplain. The first Flood Insurance Study was conducted by FEMA for the City of San Mateo in 1975; the study determined that all floods of any consequence occurred in the lowland areas of the City. In 1996, the City's second Flood Insurance Study was conducted in which areas north of State Route (SR) 92 were determined inadequately protected by the levee system. In 2004, the Map Modernization Program initiated another review of the Flood Insurance Maps, and in 2008 a preliminary map was produced that determined the areas of the City that are still in danger of flooding. This new map became final in the spring of 2010.

The City of San Mateo confronts substantial flood risks from the San Francisco Bay. The potential for flooding is due to the combined effects of high tides, very heavy storm flows, and sea level rise due to global warming. A series of outboard levees, located within San Mateo and Foster City, protect the City from San Francisco Bay tidal flooding. Without adequate levee protection, areas between the railroad tracks and the Bay would be directly exposed to saltwater inundation.

San Mateo's levees are structurally stable, with the exception of approximately 1,000 feet of levee adjacent to Foster City which will be reconstructed in the near future. The probability of levee failure is very low. However, failure could result from a major earthquake or severe storm conditions. Should a failure occur at high tide, property could be inundated up to an elevation of 4.7 feet (San Mateo datum/7.06 ft. NGVD) or to a maximum water depth of about 6 feet in the lowest areas of the Shoreview neighborhood.

There are a total of six dams that affect the City of San Mateo in regard to potential flooding. These dams are Crystal Springs, San Andreas, Laurel Creek and East Laurel Creek, and Tobin Creek in Hillsborough. Lower Crystal Springs Dam is the largest of the dams that affects San Mateo. This dam maintains the majority of the water in the Crystal Springs reservoir, which retains a water supply for San Francisco and most cities within San Mateo County, including the City of San Mateo. San Andreas Dam is located on San Andreas Creek in Burlingame and is also used to impound water for San Francisco and much of San Mateo County. Laurel Creek Dam is located at the end of Laurelwood Drive and reduces the peak stormwater runoff. East Laurel Creek Dam is located at the end of East Laurel Creek Drive and is also used to control peak storm runoff. Two other small dams are located in Belmont (East Laurel Creek) and in Hillsborough (Tobin Creek).

In the case of a major seismic event, dam failure could occur at any one of the six dams. The California Division of Safety of Dams (DSOD) reviews and inspects the dams for potential failure due to a major seismic event. According to the most recent reports for each of the dams under the jurisdiction of the DSOD (Lower Crystal Springs, San Andreas, Laurel Creek), the DSOD indicates that the dams are structurally safe and will perform

without failure. The Lower Crystal Springs Dam specifically has been evaluated for the potential of an earthquake with a maximum magnitude of 8.3 on the Richter scale and determined that the potential for dam failure would be low.

As the City's shoreline is along San Francisco Bay, threats from tsunamis are relatively low.[17] The northwestern portion of the Bicycle Master Plan Area is vulnerable to sea level rise as mapped by the San Francisco Bay Conservation and Development Commission.[18] There are no large landlocked bodies of water in the vicinity of the Bicycle Master Plan Area and no risk of damage from seiche.

Discussion

a) Would the project violate any water quality standards or waste discharge requirements?

The Bicycle Master Plan's proposed projects would likely have a beneficial impact on surface water quality by reducing the number of automobiles traveling within the City. Such a reduction in automobile use would reduce the deposition of rubber and fluids on roadways by automobiles that is ultimately washed into the waterways. **(*Less than Significant*)**

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Buildout of the Bicycle Master Plan would involve the development of bicycle improvements and would have no effect on the amount of ground water or a significant lowering of the local groundwater table. This impact would be less than significant. **(*Less than Significant*)**

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

The majority of Bicycle Master Plan projects consist of striping and/or signage for bicycle facilities along existing roadways. The Bicycle Master Plan does not propose the alteration of any watercourse or specific modifications to drainage patterns; however, the Bicycle Master Plan does proposed construction of a path along the 16th Street channel. Individual bikeway projects would be subject to the Vision 2030 General Plan policies (e.g., S 1.4, C/OS 2.6, and C/OS 3.2) and municipal regulations such as the City's Site Development Code with respect to runoff management, water quality, erosion control, and low impact design. Accordingly, impacts would be less than significant. **(*Less than Significant*)**

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

While the majority of the bicycle projects proposed in the Bicycle Master Plan would involve improvements to existing roadways and would not alter existing drainage patterns, the proposed off-street paths may alter

[17] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.8-6 and -7.
[18] San Francisco Bay Conservation and Development Commission, San Francisco Bay Scenarios for Sea Level Rise Index Map, http://www.bcdc.ca.gov/planning/climate_change/maps/16_55/cbay_west.pdf.

existing drainage patterns slightly but would not substantially alter the courses of existing streams or substantially increase the rate or amount of surface runoff. Additionally, all development occurring under the Bicycle Master Plan would be subject to the Vision 2030 General Plan policies (e.g., S 2.1, S 2.2, and S 2.5) and municipal regulations with respect to runoff management and low impact design. **(*Less than Significant*)**

e) Would the project 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?

While some of the proposed projects involve new paved surfaces (e.g., bike routes, bike lanes, bike paths), these surfaces constitute a very small amount of additional impervious surface and would not substantially alter absorption rates, runoff, or drainage. Capacity issues with the existing storm drainage system have been identified; however, buildout of the Bicycle Master Plan is not anticipated to exacerbate these issues because it largely involves development within existing developed areas. Construction activities would be subject to NPDES permit requirements and also to local regulations such as the City's Site Development Code and other provisions for runoff and erosion control. Development under the Bicycle Master Plan would occur largely on previously disturbed sites and would be subject to the Vision 2030 General Plan policies and municipal regulations with respect to runoff management and low impact design. The Bicycle Master Plan's proposed projects would likely have a beneficial impact on surface water quality by reducing the number of automobiles traveling within the City. This impact would be less than significant. **(*Less than Significant*)**

f) Would the project place otherwise substantially degrade water quality?

The Bicycle Master Plan's proposed projects would likely have a beneficial impact on surface water quality by reducing the number of automobiles traveling within the City. Therefore, operational impacts would be less than significant.

Construction of certain Bicycle Master Plan projects would consist of grading and vegetation removal activities that may increase soil erosion rates on the areas proposed for development. Grading operations may impact the surface runoff by increasing the amount of silt and debris carried by runoff. Additionally, refueling and parking of construction equipment and other vehicles on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's storm drains. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery close to area waterways could cause water quality degradation.

Measures included in subsequent grading plans for projects for those Bicycle Master Plan projects requiring grading would be required to comply with the City's Site Development Code and drainage requirements and Stormwater Pollution Prevention Program (STOPPP), as well as employ best management practices (BMPs) for the prevention of erosion and the control of loose soil and sediment, to ensure that proposed construction does not result in the movement of unwanted material into waters within or outside the project site. Implementation of Mitigation Measure HYD-1 would ensure that the appropriate Regional Water Quality Control Board (RWQCB) permits are secured. **(*Less than Significant with Mitigation Incorporated*)**

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The Bicycle Master Plan does not propose housing and there would be no associated impact. **(*No impact*)**

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

While the majority of projects proposed under the Master Plan would be improvements to existing roadways and would not impede or redirect flood flows, buildout of the Bicycle Master Plan would place new path segments within the 100-year flood zone. All development occurring under the Bicycle Master Plan would be subject to the Vision 2030 General Plan policies (e.g., S 2.1 and S 2.3) and municipal regulations with respect to development along creeks and within floodplains. **(*Less than Significant*)**

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

While the majority of projects proposed under the Master Plan would be improvements to existing roadways and would not impede or redirect flood flows, buildout of the Bicycle Master Plan would place new path segments within the areas susceptible to flooding. Portions of the Bicycle Master Plan Area are at risk of inundation in the event of dam failure; however, recent DOSD inspections verified that the dams are structurally safe and that the potential for dam failure would be low in the event of a major earthquake. Additionally, dam failure is generally considered a low-probability event. **(*Less than Significant*)**

j) Inundation by seiche, tsunami, or mudflow?

Given the location of the Bicycle Master Plan Area away from San Francisco Bay and large landlocked bodies of water, the potential for inundation by seiche or tsunami is minimal. As described above, the majority of projects identified in the Bicycle Master Plan would occur within existing street right-of-way and creekside development is regulated so as to minimize the risk of damage or loss. Therefore, potential impacts from inundation by seiche, tsunami, or mudflow would be less than significant. **(*Less than Significant*)**

Mitigation Measure

HYD-1 Bicycle Master Plan projects will comply with the NPDES General Construction Activity Storm Water Permit administered by the Regional Water Quality Control Board. Prior to construction grading for bikeways and bicycle support facilities, the contractor will file a "Notice of Intent" (NOI) and prepare a Storm Water Pollution Prevention Plan (SWPPP) which addresses measures that would be included in the project to minimize and control construction and post-construction runoff. The following measure will be applied as a condition of approval for all future planning approvals (if required), as appropriate given the proposed construction activities associated with each project, and would be included in the SWPPP:

- Effective, site-specific Best Management Practices for erosion and sediment control during the construction and post-construction periods.
- Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff.
- Schedule excavation and grading work for dry weather.
- Remove existing vegetation only when absolutely necessary.
- Provide temporary cover of disturbed surfaces to help control erosion during construction.
- Protect downslope drainage courses and storm drains with fiber rolls, silt fences, berms or filters during wet weather periods during construction.

- Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.
- Clean up leaks, drips and spills immediately to prevent contamination of soil and groundwater or leaving a residue on paved surfaces.

When the construction phase is complete, a Notice of Termination (NOT) will be filed with the Regional Water Quality Control Board. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction storm water management plan is in place as described in the SWPPP for the site.

- The projects would include features to minimize nonpoint source pollutants from entering adjacent drainages. Such features will include placement of effective, sediment control features, such as fiber rolls, adjacent to disturbed areas during construction.
- As part of the mitigation for post-construction runoff impacts addressed in the SWPPP, the project will implement regular maintenance activities (i.e., maintain runoff distribution trenches, vegetative swales, litter control) at the site to prevent soil, grease, and litter from accumulating on the project site and contaminating surface runoff.

X. LAND USE Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	❒	❒	❒	■
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❒	❒	❒	■
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	❒	❒	❒	■

Existing Conditions

Existing land uses in the Bicycle Master Plan Area are primarily commercial and residential. Land uses permitted under the Vision 2030 General Plan are as described on Figure LU-3 of the Vision 2030 General Plan. The City of San Mateo Zoning Ordinance implements the General Plan through zoning districts and overlay zones. Residential design guidelines and Measure P building height limits have been incorporated into the Vision 2030 General Plan, as has the Below Market Rate (BMR) inclusionary housing program.

Discussion

a) Would the project physically divide an established community?

The Bicycle Master Plan proposes bikeways primarily within street rights-of-way and bicycle support facilities, such as bike parking. Additional bikeways are proposed along drainageways. Development under the Bicycle Master Plan would generally improve connections within the City and surrounding neighborhoods for bicyclists. The Bicycle Master Plan would not divide an established community. (*No impact*)

b) Would the project conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The Bicycle Master Plan proposes bikeways and bicycle support facilities consistent with the Vision 2030 General Plan and the Zoning Ordinance. The Bicycle Master Plan implements General Plan Policy C4.1, which calls for development a bicycle master plan with a prioritized capital improvement program that creates and maintains a safe and logical bikeways system; supports the City's Sustainable Transportation Actions; and is coordinated with the countywide system. As a result, there would be no conflict with adopted plans and no associated impact. (*No impact*)

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

As described above, the Bicycle Master Plan proposes development which is consistent with adopted local Plans and regulations. Additionally, the Bicycle Master Plan proposes development that supports regional planning efforts to improve air quality and reduce GHG emissions (see Section III, Air Quality, and Section VII, Greenhouse Gas Emissions, above). As a result, there would be no conflict with adopted plans and no associated impact. (*No impact*)

XI. NOISE Would the project result in:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant**	**No Impact**
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	❒	❒	■	❒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	❒	❒	■	❒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❒	❒	■	❒

XI. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
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 expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❒	❒	❒	■

Existing Conditions

Noise exposure in the City of San Mateo is dominated by traffic on highways and major arterial roads and trains on the Southern Pacific (SPRR)/Caltrain rail line. Aircraft activity associated with San Francisco International Airport does not significantly affect noise levels in San Mateo, although some neighborhoods in the northeastern portion of the City are impacted by the airport approach path. Localized noise sources include the San Mateo County Fairgrounds, when events are being held. Generally, noise created by manufacturing uses does not have a major impact on the community, although occasional complaints are received from neighbors immediately adjacent to the manufacturing sites.

Discussion

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Bicycle Master Plan proposes bikeway development, and therefore, buildout of the Bicycle Master Plan would not be expected to substantially increase noise in San Mateo. Construction of projects proposed under the Master Plan could result in short-term noise impacts from construction activity. Construction activities associated with buildout of the Bicycle Master Plan could generate typical hourly noise levels between L_{dn} 80 and 89 dB at a distance of 50 feet, which could potentially result in noise levels higher than allowed at noise sensitive locations such as residences under municipal code. These potential noise impacts would be temporary and limited to the period of construction. Additionally, the City Noise Regulations require a permit for construction activities and restrict construction activities to certain hours so as to reduce associated impacts to the maximum extent practicable. Therefore, continued implementation of Vision 2030 General Plan policy and local regulations would reduce construction noise impacts to a less-than-significant level. (***Less than Significant***)

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

The proposed bicycle projects would not result in substantial increases in groundborne noise or vibration. (***Less than Significant***)

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No substantial long-term increase in existing ambient noise environment is expected to result from the Master Plan, because noise levels generated from bicycle use would typically be lower than those generated by automobile use in the area. The noise from day-to-day activities for the proposed projects would typically be limited to people talking and would not be expected to be noticeable to surrounding residents assuming that the facilities are adequately sited, designed, and buffered. (***Less than Significant***)

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As stated above, construction of projects proposed under the Master Plan could result in short-term noise impacts at adjacent properties from construction activity. The City's existing noise control ordinance: a) prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact. The implementation of standard noise control measures[19] would ensure that construction noise impacts are reduced to a less-than-significant level. (***Less than Significant***)

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 expose people residing or working in the project area to excessive noise levels?

There are no public or private air strips in San Mateo or within two miles of the City. Therefore, there would be no impact involving excessive airport noise from buildout of the Bicycle Master Plan. ***(No impact)***

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

There are no public or private air strips in San Mateo or within two miles of the City. Therefore, there would be no impact involving excessive airport noise from buildout of the Bicycle Master Plan. ***(No impact)***

[19] City Code Section 7.30.060(e) states that: 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 eight 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 ninety dB at a distance of twenty-five 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 twenty-five feet from the equipment as possible. (2) The noise level at any point outside of the property plane of the project shall not exceed ninety dB. (3) The operation of leaf blowers shall additionally comply with Chapter 10.80 "Operation of Leaf Blowers". (Ord. 2004-16 § 1, 2004).

XII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❒	❒	❒	■

Existing Conditions

The existing population in the City of San Mateo according to the California Department of Finance in 2008 was 95,776. The City's growth rate between 1990 and 2000 was 8.2 percent, slightly lower than the growth rate between 1980 and 1990, which was 10.2 percent. Population growth has remained slow, mainly due to the lack of remaining vacant land available for development. Projections for the City's population growth from the Association of Bay Area Governments (ABAG) indicate continued slow growth through 2030. The City's population is projected to increase by 23,108 persons between 2000 and 2030, for a total increase of approximately 23.8 percent.

The number of households in the City of San Mateo according to the State Department of Finance in 2007 was 38,168. According to ABAG projections, the City will increase by 9,696 households by 2030. This represents a 25 percent increase between 2000 and 2030. In comparison, the population of San Mateo is projected to increase by 23,108 persons (23.8 percent) over the same 30-year span, which indicates a decrease in the average household size.

Discussion

a) Would the project induce substantial 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)?

The Bicycle Master Plan would implement the General Plan. The Master Plan would involve the development of bikeways, bicycle parking, signage, and other improvements within roadway rights-of-way or along drainageways. The introduction of additional bicycle facilities would provide transportation alternatives to residents and employees living and working in the County, but would not directly or indirectly induce population growth. (*Less than Significant*)

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

No existing housing would be displaced by implementation of the Bicycle Master Plan. (*No impact*)

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Buildout of the Bicycle Master Plan would not result in displacement of people and no replacement housing would be required. (*No impact*)

XIII. PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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?	❒	❒	■	❒

Existing Conditions

The San Mateo Fire Department (SMFD) provides fire protection services for the City of San Mateo, operating six fire stations. SMFD responds to 90 percent of calls for fire protection services within 6 minutes and 18 seconds and has received a strong performance rating by the Insurance Services Office (ISO).

The San Mateo Police Department (SMPD) serves the entire City of San Mateo. The Police Station is located near the intersection of East Hillsdale Blvd and Saratoga Drive in the Bay Meadows Phase I project area. SMPD has a total of 155 employees, including 114 sworn officers, and an annual budget of $28.3 million. The current size of the City's police force is not expected to be adequate to serve anticipated needs through 2025; however, the Vision 2030 General Plan includes programs designed to involve the police force in all aspects of development so as to reduce crime in the community and offset the need for additional personnel, resources,

and facilities.[20] These programs are the Effective Police Services Implementation Program and the Defensible Design Program.

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

Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of 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?

Fire Protection

Properly designed bicycle improvements typically do not pose substantial public safety concerns in terms of fire protection. SMFD would review individual projects under the Bicycle Master Plan in the preliminary design/feasibility phase in order to ensure that all necessary safety recommendations have been included in the plans (e.g., emergency access). Buildout of the Bicycle Master Plan would be consistent with the Vision 2030 General Plan. Additionally, continued implementation of Vision 2030 General Plan policies and development impact fees would ensure a less-than-significant impact to fire protection services in the City of San Mateo. **(*Less than Significant*)**

Police Protection

Properly designed bicycle improvements typically do not pose substantial public safety concerns in terms of police protection. SMPD would review individual projects under the Bicycle Master Plan in the preliminary design/feasibility phase in order to ensure that all necessary safety recommendations have been included in the plans (e.g., emergency access, sight lines, lighting). Implementation of policies and programs from the Vision 2030 General Plan, including the Effective Police Services Implementation Program and the Defensible Design Program, would allow the SMPD to maintain response times. As buildout of the Bicycle Master Plan would be consistent with the Vision 2030 General Plan in terms of land uses and new development, buildout of the Bicycle Master Plan would have a less-than-significant impact on police protection. **(*Less than Significant*)**

Schools

The Bicycle Master Plan would not increase demand for school facilities and is intended to improve access to such facilities by providing viable bicycle connections. **(*No impact*)**

Parks

The Bicycle Master Plan would not increase demand for park facilities and is intended to improve access to such facilities by providing viable bicycle connections. **(*No impact*)**

[20] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.11-10.

Other Public Facilities

Though the Bicycle Master Plan contemplates installing additional facilities (e.g. bike routes, signs, bike paths, bike lanes, etc.), these improvements represent an incrementally small addition to the existing transportation systems in the City of San Mateo. On-street bikeways are maintained as part of the normal roadway maintenance program and extra emphasis should be placed on keeping bike lanes and roadway shoulders clear of debris and keeping vegetation overgrowth from blocking visibility. The high cost of maintaining Class I facilities may be shared among various agencies or departments. The typical maintenance costs for the bikeway network are shown in **Table 4-2**.

Table 4-2: Bikeway Maintenance Frequency and Cost Estimates

Facility Type	Unit Cost	Description	Length (Miles)	Annual Cost	Notes
Class I	$8,500	Miles/Year	3.81	$32,400	Lighting and removal of debris and vegetation overgrowth
Class II	$2,000	Miles/Year	3.03	$6,100	Repainting lane stripes and stencils, sign replacement as needed
Class III	$1,000	Miles/Year	22.17	$22,3000	Sign replacement as needed
Class III + SLM	$1,250	Miles/Year	10.25	$12,800	Sign and shared use stencil replacement as needed
			Annual Cost	**$72,600**	

Due to the low intensity, impact, and cost nature of the projects, it would not result in a significant effect on the maintenance costs. (*Less than Significant*)

XIV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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?	❒	❒	■	❒

Existing Conditions

The City of San Mateo Parks and Recreation Department oversees and manages the various recreational programs, parks, and public open space areas within the City. The County of San Mateo owns and manages the Coyote Point Recreation Area located along San Francisco Bay in the northeast portion of the City.

The City of San Mateo operates a variety of park facilities including playgrounds, ball fields, turf areas, courts, picnic areas, and gardens along with five community centers, a senior center, two swim centers, the Marina

Lagoon, and Poplar Creek Golf Course. Diverse programs are offered year-round at these facilities for preschoolers, youths, teens, adults, and seniors.

The Vision 2030 General Plan establishes a goal of providing 6 acres of parkland per 1,000 residents, which is higher than the National Recreation and Park Association standard of 2.5 acres per 1,000 residents. Currently, the existing ratio of parks to residents in the City of San Mateo is approximately 4.9 acres per 1,000 residents. Accounting for population growth foreseen in the Vision 2030 General Plan, this ratio would fall to 3.93 acres per 1,000 residents by 2025. The San Mateo Municipal Code establishes park in-lieu fees that apply to projects that are subject to the Subdivision Map Act, and park impact fees for all other residential projects, with the exception of single-family homes or secondary units. The fee is calculated in the same manner in each case, but the timing of the payment differs. The City also allows for a credit against required fees for specified private park and recreation facilities in development projects.

Discussion

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The projects proposed in the Bicycle Master Plan would not substantially increase the demand for neighborhood or regional parks or other recreational facilities, or affect existing recreational opportunities. Many of the proposed bicycle projects are intended for recreational use and have the potential to improve access to recreational facilities, thereby enhancing the experience for users of these facilities. As such, buildout of the Bicycle Master Plan is not anticipated to result in substantial deterioration of these facilities and related impacts would be less than significant. (*Less than Significant*)

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?

Therefore, the Bicycle Master Plan would not result in substantial adverse physical effects or significant need for new or physically altered parks and recreational facilities. Impacts would be less than significant. (*Less than Significant*)

XV. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	❒	❒	■	❒

XV. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	❒	❒	❒	■
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❒	❒	❒	■
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	❒	❒	■	❒
e) Result in inadequate emergency access?	❒	❒	■	❒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	❒	❒	❒	■

Existing Conditions

Roadway System

San Mateo has a hierarchy of streets which serve different functions. These include freeways, arterials, collectors, local streets and alleyways. Freeways route traffic through the community and are characterized by large traffic volumes and high-speed travel. There are two freeways in San Mateo: US 101 (Bayshore Freeway) and State Route (SR) 92 (J. Arthur Younger Freeway). State Route 280 also provides regional access to the community and is located just west of the City's Sphere of Influence.

Arterials link residential and commercial districts and serve shorter through traffic needs. Due to the heavier traffic on arterials, adjacent land uses are intended to be a mix of commercial and multi-family residential, such as along El Camino Real and San Mateo Drive. In San Mateo, however, many arterials are located in single-family neighborhoods. Examples include portions of Hillsdale Boulevard, Norfolk Street, and Alameda de las Pulgas.

Collector streets link neighborhoods to arterials and are not intended for through traffic but are nonetheless intended to move traffic in an efficient manner. Collectors should not form a continuous system, so that they are not used as convenient substitutes to arterials. In San Mateo, as drivers avoid congested thoroughfares, traffic diversion onto collectors has increasingly impacted neighborhoods close to such major arterials as El Camino Real and Hillsdale Boulevard.

Local streets are designed to serve only adjacent land uses and are intended to protect residents from through traffic impacts. New multi-family residential and commercial development should not have primary access on local streets, except where there is no feasible alternative.

Vision 2030 General Plan Revised Draft EIR Traffic Forecast

The baseline (2005) and future (2030) levels of service (LOS) were evaluated for the Vision 2030 General Plan Draft EIR at 60 signalized intersections based on the 2000 Highway Capacity Manual operations method. The level of service analysis was conducted for both the morning (AM) and evening (PM) peak periods. This is consistent with the revised City of San Mateo General Plan Circulation Element, which sets forth level of service standards that apply to both the AM and PM peak hours.

The General Plan Draft EIR found that majority of the signalized intersections will continue to operate at acceptable levels of service (mid D LOS with an average delay of less than 45 seconds). However, in 2030, with anticipated levels of development, three intersections will exceed the established level of service standard if development reaches the level anticipated by 2030. Physical improvements will be required at the following intersections to maintain acceptable levels of service with the addition of future development. With the implementation of the proposed General Plan Update, including mitigations, none of the following intersections would fail to meet the City's LOS standard of mid D or better.

- Delaware Street and 19th Avenue
- Grant Street and 19th Avenue
- El Camino Real at Crystal Springs

Vision 2030 General Plan Revised Draft EIR mitigation measures MM 4.4.1.a through MM 4.4.1c would result in level of service mid LOS D or better and all impacts being less than significant. Restriping and widening the curb in the existing right-of-way area would not result in potential significant environmental impacts associated with visual resources, noise, air quality, and growth inducement.

Regulatory Framework

Several organizations oversee the roadways system in San Mateo, including the California Department of Transportation (Caltrans) the California Transportation Commission (CTC), the Metropolitan Transportation Commission (MTC), the City/County Association of Governments (C/CAG), and the City of San Mateo. As one of the communities located within San Mateo County, the City of San Mateo is impacted by County policies regarding traffic and circulation. The County recently completed a General Plan update, which includes revisions to countywide transportation policies.

The majority of federal, state, and local financing available for transportation projects is allocated at the regional level by the MTC, the transportation planning, coordinating, and financing agency for the nine-county Bay Area. The current regional transportation plan, known as Transportation 2030, was adopted by MTC on February 23, 2005. Transportation 2030 specifies a detailed set of investments and strategies throughout the region from 2005 through 2030 to maintain, manage, and improve the surface transportation system.

C/CAG of San Mateo County has been designated as the Congestion Management Agency (CMP) to address San Mateo's unique transportation issues. C/CAG is responsible for programming funding for all

transportation programs in San Mateo County. The C/CAG Board includes representatives from each city and town in San Mateo County. C/CAG deals with issues that affect the quality of life in general: transportation, air quality, stormwater runoff, hazardous waste, solid waste and recycling, land use near airports, and abandoned vehicle abatement.

Discussion

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The Bicycle Master Plan includes various physical changes to the street system to facilitate the convenience and safety of bicycling. These changes fall into the following general categories:

- Wayfinding signage
- Designation of bike routes
- Provision of bicycle parking
- Provision of bike lanes
- Intersection modifications

Bike Routes and Signage

Both improved bicycle signage and designation of bike routes would help the convenience and safety of bicycling but would not have any effect on automobile or truck traffic. The designation of a street as a bike route is intended to encourage bicyclists to use that route and to alert motorists to the presence of bicycles. The bike route designation would not change the capacity of any street for automobiles or trucks. Therefore, there would be no impact to traffic operations. **(*Less than Significant*)**

Bicycle Parking

The provision of bicycle parking is planned in a way to have minimal impact on parking availability for other vehicles. Bicycle facilities in new projects would be provided in addition to required vehicular parking. Most bike racks would be located in sidewalk areas where sufficient room exists to leave pedestrian walkways unimpeded. There are four locations identified in downtown San Mateo where sidewalk areas are not available and where one or two on-street automobile parking spaces would be removed to make room for bike racks. Downtown San Mateo has over 7,000 parking spaces. Therefore, the loss of five to ten parking spaces would have a negligible impact on downtown parking availability and operation. **(*Less than Significant*)**

Bike Lanes

The Bicycle Master Plan recommends that bike lanes be added to some streets to improve the connectivity of the system:

- 5th Avenue, from Maple Street to San Mateo Drive
- San Mateo Drive, from Peninsula Avenue to Poplar Avenue
- Grant Street, from Concar Drive to 19th Avenue

- Concar Drive, from the Hillsdale Caltrain station to Grant Street
- Delaware Street, from 16th Avenue to Concar Drive

These streets currently are not wide enough to accommodate bike lanes. Therefore, changes will have to be made to the current striping, or the streets will need to be widened. The resulting impacts to traffic are described below.

5th Avenue. Fifth Avenue currently has one lane in each direction, a center turn pocket, and on-street parking between Maple Street and El Camino Real. Bike lanes could be added by removing the center turn lane. The removal of on-street parking is not recommended because the parking is used by adjacent businesses and apartments. Removal of the center turn lane would mean that left turn vehicles would have to turn from the through lanes. However, this street segment has few driveways to generate left turns, so the left turn volume is estimated to be light. A traffic count done in January 2011 shows that this segment of Fifth Avenue carries about 4,200 vehicles per day, which is well within the capacity of a two-lane street without a center turn lane. East of El Camino Real, Fifth Avenue narrows so that it has on-street parking only on one side. It still has one lane in each direction plus a center turn lane. Bike lanes could be added by removing the center turn lane. The center turn lane is not needed midblock because there are no driveways. On either end, the turn lane is used for left turns at signalized intersections. If the turn lanes were removed, the LOS at the intersections would remain at LOS C, which is within the City standard. Therefore, the traffic impact of adding bike lanes to these blocks of Fifth Avenue would be less than significant. (***Less than Significant***)

San Mateo Drive. Between Peninsula Avenue and Poplar Avenue, San Mateo Drive has two lanes in each direction, no center turn lane, and on-street parking. Bike lanes could be added by reducing the number of through lanes to one in each direction and adding a center turn lane. On-street parking would remain. The traffic capacity would be somewhat reduced by the elimination of through lanes, but that would be partially restored by provision of the center turn lane. Under existing conditions, left turn vehicles can block the through lanes. It should be noted that south of Poplar Avenue, San Mateo Drive has only one lane in each direction plus turn lanes at intersections. The traffic volume on San Mateo Drive is about 12,000 vehicles per day, which is within the capacity of a two-lane street. Therefore, a reduction in through lanes from four to two would result in a less-than-significant traffic impact. At the intersection of San Mateo Drive and Peninsula Avenue, bike lanes could be added by removing the northbound right-turn lane. The space currently taken by the right turn lane could be reallocated to two bike lanes. The intersection would need to be restriped on San Mateo Drive to get the through lanes to line up. The level of service would remain at LOS B with removal of the right turn lane. Therefore, the impact of adding bike lanes would be less than significant. (***Less than Significant***)

Grant Street. Between Concar Drive and 19th Avenue, Grant Street has two lanes in each direction plus a center turn lane. There is no on-street parking. Bike lanes could be added by reducing the number of through lanes to one in each direction. At the intersection of Grant Street and Concar Drive, the bike lanes could be added by eliminating one of the two southbound lanes. The intersection would need to be realigned slightly. At the intersection of Grant Street and 19th Avenue, bike lanes already exist on Grant Street for a short distance. Between these two intersections on either end, this section of Grant Street has no intersections, so the lane reduction could be accomplished without affecting capacity. Grant Street carries about 10,000 vehicles per day on this section, which is within the capacity of a two-lane road. Therefore, the addition of bike lanes would have a less than significant impact. (***Less than Significant***)

Concar Drive. The section of Concar Drive between the Hillsdale Caltrain station and Grant Street is planned for a multi-use path, which would accommodate bikes. The plan calls for making room for the path by widening Concar Drive. The section of Concar Drive between the Caltrain station and Delaware Street already is planned to be widened for the multi-use path in conjunction with the Hines and Station Park Green development projects. Between Delaware Street and Grant Street, the widening would be requested at the time of redevelopment of the adjacent property. Therefore, the number of travel lanes on Concar Drive would remain unchanged with provision of the multi-use path, so the traffic impact would be less than significant. **(*Less than Significant*)**

Delaware Street. Bike lanes exist on Delaware Street north of 16th Avenue. The Bicycle Master Plan would extend the bike lanes to Concar Drive. Room for the bike lanes would be provided by narrowing Delaware Street from four lanes to two lanes between 16th Avenue and Charles Lane. This change was analyzed as part of the San Mateo Railroad Corridor Development Plan and associated EIR. The San Mateo Railroad Corridor Development Plan EIR showed that the reduction in the number of lanes on Delaware Street would have a less than significant impact on traffic operations. Between Charles Lane and Concar Drive, Delaware Street is wide enough to stripe bike lanes by narrowing the travel lanes. Therefore, the existing four travel lanes will be maintained. **(*Less than Significant*)**

Intersection Modifications

The Bicycle Master Plan identifies two intersections that would be modified to provide better access to the existing 3rd Avenue bicycle and pedestrian bridge over US 101: Fourth Avenue/Humboldt Street and Third Avenue/Norfolk Street. Since the existing bridge is in the middle of Third Avenue, bikes and pedestrians must cross the traveled way to access the bridge on either end. **Table 4-3** presents existing and future with project intersecting LOS.

Fourth Avenue/Humboldt Street Intersection. The Bicycle Master Plan recommends some special pavement markings at the Fourth Avenue/Humboldt Street intersection. The pavement markings would provide a bicycle refuge area ("bicycle box") in front of the vehicle queue at the signal, which would lead to a marked bicycle lane through the intersection to the median path. These special bicycle areas and markings would not reduce the number of vehicle lanes and would not affect traffic operations. Therefore, the traffic impact on the west end of the bridge would be less than significant. **(*Less than Significant*)**

Third Avenue/Norfolk Street Intersection. The Bicycle Master Plan recommends a traffic study and feasibility analysis to identify potential changes to signal phasing at the Third Avenue/Norfolk Street intersection to provide additional bicycle and pedestrian crossing time and to address conflicting movements between autos and pedestrians/bicyclists. This study would include detailed review of existing collision history and reports at this location, gathering of additional traffic data including pedestrian and bicycle counts, and analysis of changes of signal phasing modifications to provide for improved pedestrian and bicyclists circulation and safety. The study would identify specific causes of past collisions, establish the priority pedestrian and bicyclist movements through the intersection that require additional crossing time and/or protection, identify required signal modifications or other intersection modifications to achieve desired pedestrian and bicycle circulation and safety improvements, and identify any obstacles to implementation including traffic delay or other variables. **(*No Impact*)**

Table 4-3: Existing and Projected Intersection LOS

Intersection	Existing (No Project)		With Bikeway Master Plan	
	Delay	LOS	Delay	LOS
San Mateo Drive / Peninsula Avenue	12.6	B	13.1	B
Fifth Avenue / San Mateo Drive	20.2	C	27	C
Fifth Avenue / El Camino Real	24.6	C	25.4	C
Source: Hexagon Transportation Consultants, Inc., 2011				

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

By improving bicycle facilities in the City, the Bicycle Master Plan intends to provide opportunities for forms of transportation other than the automobile. These alternative transportation projects could reduce motor vehicle traffic and relieve congestion on San Mateo's streets. These facilities would also reduce the need for parking. ***(No impact)***

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

There are no public or private air strips in San Mateo or within two miles of the City. The nearest major airport to the City of San Mateo is San Francisco International Airport located between San Bruno and Millbrae, which is approximately 4.5 miles north of the city limits. San Carlos Airport is located approximately 2.5 miles south of the city limits. **(*No impact*)**

d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

The Bicycle Master Plan proposes bikeways that are compatible with the existing and planned street network. Bikeway design in California is governed by many design documents, the most important of which include the Caltrans Highway Design Manual (HDM), the California Manual of Uniform Traffic Control Devices (MUTCD), the California State Parks Accessibility Guidelines, and the Access Board Draft Final Accessibility Guidelines for Outdoor Developed Areas. Infrastructure improvements would enhance safety through appropriate separation of bicyclists from motorized traffic. Through compliance with these design documents, potential adverse impacts associated with design features would be reduced to a less than significant level. **(*Less than Significant*)**

e) Result in inadequate emergency access?

The proposed Bicycle Master Plan may result in new bike path corridors that are not fully accessible by emergency vehicles. Under standard City development review procedures, the local law enforcement agency and fire services agency are included in the design process to ensure that there are provisions for emergency access. **(*Less than Significant*)**

f) Would the project conflict with adopted policies, plans or programs supporting alternative transportation?

Implementation of the proposed Master Plan would provide for a number of bicycle facilities and programs intended to promote alternative transportation for commuting, recreation, and utilitarian trips. **(*No impact*)**

XVI. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❒	❒	■	❒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❒	❒	■	❒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❒	❒	■	❒
e) 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?	❒	❒	■	❒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❒	❒	■	❒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	❒	❒	■	❒

Existing Conditions

Two water purveyors currently serve the Bicycle Master Plan Area: the California Water Service Company (Cal Water) and the Estero Municipal Improvement District (EMID).

Cal Water's Mid-Peninsula District provides water service to the Bicycle Master Plan Area, sourcing its supply from SFPUC. SFPUC obtains its water supplies from the Tuolumne River and local reservoirs as well as from groundwater. SFPUC is also actively planning for additional supply sources to supplement its existing sources during dry years in order to meet the reliability goal of 80 percent. The Mid-Peninsula District receives supply from SFPUC through eight metered connections with four SFPUC transmission lines and distributes it to 19 storage tanks throughout its network.

EMID is a special district that provides water to a four square mile service area consisting of the City of Foster City and the Mariner's Island area of the City of San Mateo. EMID serves about 8,400 individual connections or about 37,500 people. Customers include primarily residential uses as well as offices and commercial

businesses and a small number of industrial facilities. There are no agricultural customers within EMID. EMID purchases all of its water from SFPUC.

The City's underground collection system comprises 260 miles of sanitary sewer lines connected to the City-owned wastewater treatment plant at Detroit Drive. This facility has an average daily flow of 12.1 million gallons per day (gpd) and a permitted capacity of 15.7 gpd. The underground collection system also includes 75 miles of storm drains, which typically flow into the nearest watercourse. Wastewater discharge and stormwater pollution levels in the Bicycle Master Plan Area are regulated by a NPDES permit issued for the San Francisco Bay Area Region. Additionally, stormwater quality is regulated by State and City of San Mateo pollution prevention controls.

Allied Waste Refuse Service is under contract to collect, transport, and dispose of solid waste in the City of San Mateo. Solid waste from the Bicycle Master Plan Area is sorted at the San Carlos Transfer Station and then transported for disposal at the Los Trancos Canyon landfill, which has an operational life permitted through 2018. When the permit expires, Los Trancos Canyon landfill will be expanded further or nearby Apanolio Canyon will be opened for fill.

Discussion

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The Bicycle Master Plan would involve the development of bikeways, bicycle parking, signage, and other improvements. The Bicycle Master Plan would not result in a substantial increase in wastewater generation nor exceed applicable wastewater treatment requirements. (***Less than Significant***)

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed Master Plan would not result in a substantial increase in water consumption or wastewater generation. No new or expanded water or wastewater treatment facilities would be necessary. (***Less than Significant***)

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed projects would be designed to be integrated into the existing stormwater system. The additional runoff from new impervious surfaces is expected to be minimal given the small surface area of new paved bike paths and bikeways. Therefore, impacts from the Bicycle Master Plan would be less than significant. (***Less than Significant***)

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The Bicycle Master Plan would result in minimal additional water demand and no additional water treatment or distribution facilities would be required. Proposed projects would utilize contemporary water-conservation technology in any landscaping improvements associated with the Bicycle Master Plan. (***Less than Significant***)

e) Would the project 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?

The Bicycle Master Plan would involve the development of bikeways, bicycle parking, signage, and other improvements. The Bicycle Master Plan would not result in a substantial increase in wastewater generation. (*Less than Significant*)

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The Bicycle Master Plan would not result in the generation of solid waste that would overburden the capacity of the existing or planned solid waste disposal and landfill services. (*Less than Significant*)

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

California's Integrated Waste Management Act of 1989 (AB 939) requires that cities and counties divert 50 percent of all solid waste from landfills as of January 1, 2000 through source reduction, recycling, and composting. Adoption of a Construction and Demolition ordinance together with the activities of the City's full-time Recycling Coordinator have significantly reduced the volume of solid waste produced in San Mateo and in 2006 the City achieved a waste diversion rate of 55 percent.[21] The City has developed and is implementing a SIP which contains policies, programs, and actions to further promote recycling. Development under the Bicycle Master Plan would be required to comply with the Construction and Debris Ordinance. Additionally, continued implementation of the SIP is expected to result in further improvements in the City's waste diversion rate. Therefore, the Bicycle Master Plan would result in a less than significant impact on compliance with solid waste regulations. (*Less than Significant*)

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	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?	❒	■	❒	❒

[21] CalRecycle, Jurisdictional Profile for the City of San Mateo, accessed on September 8, 2010, http://www.calrecycle.ca.gov/Profiles/Juris/JurProfile2.asp?RG=C&JURID=453&JUR=San+Mateo

XVII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	❒	❒	■	❒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❒	❒	■	❒

a) Does the project have the potential to 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?

The San Mateo Vision 2030 General Plan states that there are no USFWS-defined critical habitat is located within the General Plan Planning Area. The City of San Mateo General Plan identified fifty-two special-status plant species with the potential to occur within the General Plan Planning Area. The CNDDB identified the occurrence of 21 sensitive plants within the General Plan Planning Area or within 1 mile of the General Plan Planning Area boundary. The General Plan Planning Area does not contain designated critical habitat for any listed plant species[22]. Implementation of mitigation measures MM 4.9.1a, MM 4.9.1b from the Vision 2030 General Plan Draft EIR and mitigation contained in the Laurelwood Park and Sugarloaf Mountain Open Space Management Plan Project Mitigated Negative Declaration regarding special-status species would ensure that any covered species would not be adversely impacted. Prior to bike path construction in undeveloped areas, detailed biological surveys would be undertaken to ensure that final bike path alignment avoids sensitive habitat areas to the maximum extent feasible, and that project design enhances the existing habitat and provides public access.

Implementation of the Bicycle Master Plan would largely involve restriping for bikeways and installation of signage and bike parking in previously developed areas. Therefore, discovery of unrecorded archaeological resources is unlikely. The Vision 2030 General Plan does not identify any paleontological resources or sites in the Bicycle Master Plan Area. Implementation of Vision 2030 General Plan policies C/OS 7.1, C/OS 8.1 through C/OS 8.5, applicable zoning code requirements, and standard conditions of project approval would mitigate any potentially significant impacts to archeological resources to a less than significant level.

[22] City of San Mateo, 2009, *General Plan Update Draft EIR*, page 4.9-12 and -13.

Construction of certain Bicycle Master Plan projects would consist of grading and vegetation removal activities that may increase soil erosion rates on the areas proposed for bikeway development. Refueling and parking of construction equipment and other vehicles on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's storm drains. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery close to area waterways could cause water quality degradation. Bicycle Master Plan projects would be required to comply with the City's Site Development Code and drainage requirements and Stormwater Pollution Prevention Program (STOPPP), as well as employ best management practices (BMPs) for the prevention of erosion and the control of loose soil and sediment. Implementation of Mitigation Measure HYD-1 would ensure that the appropriate Regional Water Quality Control Board (RWQCB) permits are secured. **(*Less than Significant with Mitigation Incorporated*)**

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

The majority of the proposed bicycle facilities would be located on existing paved streets, which already contain traffic signals and signs, striping and markings, crosswalks, etc. Implementation of new bikeways would have a beneficial impact on air quality, water quality and traffic congestion and would not cumulatively adversely impact the environment. **(*Less than Significant*)**

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The Bicycle Master Plan designates on-street bikeways along lower traffic streets and not along truck routes, thereby limiting bicyclist exposure to diesel particulate matter. Additionally, it is anticipated that State-wide controls and programs designed to reduce diesel particulate emissions from on-road vehicles will dramatically reduce these emissions in the future. Consequently, overall, the project would not cause any substantial adverse effects on human health, either directly or indirectly, and impacts would be less than significant. **(*Less than Significant*)**

MITIGATION MONITORING AND REPORTING PROGRAM

Bicycle Master Plan

City of San Mateo

August 2011

MITIGATION MONITORING AND REPORTING PROGRAM BICYCLE MASTER PLAN				
Impact	**Mitigation and Avoidance Measure**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
HYDROLOGY AND WATER QUALITY				
Implementation of the proposed improvements could result in increased storm water pollution, particularly during construction.	HYD1: Bicycle Master Plan projects will comply with the NPDES General Construction Activity Storm Water Permit administered by the Regional Water Quality Control Board. Prior to construction grading for bikeways and bicycle support facilities, the contractor will file a "Notice of Intent" (NOI) and prepare a Storm Water Pollution Prevention Plan (SWPPP) which addresses measures that would be included in the project to minimize and control construction and post-construction runoff. The following measure will be applied as a condition of approval for all future planning approvals, as appropriate given the proposed construction activities associated with each project, and would be included in the SWPPP: • Effective, site-specific Best Management Practices for erosion and sediment control during the construction and post-construction periods. • Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff. • Schedule excavation and grading work for dry weather. • Remove existing vegetation only when absolutely necessary. • Provide temporary cover of disturbed surfaces to help control erosion during construction. • Protect downslope drainage courses and storm drains with fiber rolls, silt fences, berms or filters during wet weather periods during construction. • Provide permanent cover to stabilize the disturbed surfaces after construction has been completed. • Clean up leaks, drips and spills immediately to prevent contamination of soil and groundwater or leaving a residue on paved surfaces. When the construction phase is complete, a Notice of Termination (NOT) will be filed with the Regional Water Quality Control Board. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction storm water management plan is in place as described in the SWPPP for the	Prior to construction grading, the contractor shall file a Notice of Intent (NOI) and prepare a Storm Water Pollution Prevention Plan (SWPPP). When construction is complete, a Notice of Termination (NOT) shall be filed with the Regional Water Quality Control Board.	All measures shall be printed on all construction documents, contracts, and project plans. The Director of Public Works will ensure the project implements regular maintenance activities by monitoring the site throughout all construction phases.	City of San Mateo Project Manager and Public Works Department.

MITIGATION MONITORING AND REPORTING PROGRAM BICYCLE MASTER PLAN				
Impact	**Mitigation and Avoidance Measure**	**Timeframe and Responsibility for Implementation**	**Method of Compliance**	**Oversight of Implementation**
	site. • The projects would include features to minimize nonpoint source pollutants from entering adjacent drainages. Such features will include placement of effective, sediment control features, such as fiber rolls, adjacent to disturbed areas during construction. • As part of the mitigation for post-construction runoff impacts addressed in the SWPPP, the project will implement regular maintenance activities (i.e., maintain runoff distribution trenches, vegetative swales, litter control) at the site to prevent soil, grease, and litter from accumulating on the project site and contaminating surface runoff.			

SOURCE: City of San Mateo, *Bicycle Master Plan Initial Study*, July 2011.