Initial Study

500 E. 4th Avenue (Block 20) Mixed-Use Development

SCH No.: 2023090277



Prepared by

CITY OF SAN MATEO CALIFORNIA

In Consultation with

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

October 2026

CITY OF SAN MATEO

Mitigated Negative Declaration

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

1. Project Title and Number:	500 E. 4th Ave (Block 20) Mixed-Use Development (PA-2023-003)
2. Lead Agency	City of San Mateo, Planning Division 330 W. 20th Avenue, San Mateo, CA 94403
3. Contact Person, Email and Phone Number	Fahteen Khan Associate Planner (650) 522-7222 fkhan@cityofsanmateo.org
4. Project Location and APNs	500 E. 4th Avenue (034-186-080) 411 Claremont Street (034-186-034) 402 S. Delaware Street (034-186-110)
5. Project Applicant	Michael Field Windy Hill Property Ventures 530 Emerson Street, Suite 150 Palo Alto, CA 94301 (650) 522-1170 mike@mecahventures.com
6. General Plan Designation	Downtown Retail Core Support
7. Zoning	CBD/S, Central Business District Support
8. Description of Project	The 500 E. 4th Ave (Block 20) Mixed-Use project would demolish all existing structures on-site and construct a seven-story, approximately 167,489 square-foot mixed-use building with two levels of below grade parking. The building would be a maximum height of 85 feet and would include approximately 99,025 square feet of office

space, 17,205 square feet of common area per floor, and 72 multi-family residential units.

FINDING

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

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

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

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

C. AIR QUALITY

Impact AIR-1: Project construction would result in cancer risk and annual $PM_{2.5}$ health risk impacts at the offsite MEIs exceeding the Air District's thresholds of significance.

MM AIR-1.1: Prior to issuance of a demolition permit, the applicant shall submit a construction management plan to the Planning Division that demonstrates that all construction equipment (cranes, forklifts, generator sets, and welders) used in project construction which shall be permitted to use Tier 4 diesel engines or better (e.g., natural gas generators or electric welders).

Prior to issuance of a demolition permit, the applicant shall also submit an emissions reduction plan to the Planning Division that details the equipment to be used during construction and be signed by a qualified air quality specialist, verifying that the equipment included in the plan meets the standards set forth in this measure (i.e., Tier 4 or better).

Alternatively, if use of Tier 4 equipment is not available, the applicant may propose use of equipment that meets U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices. Alternatively, the project may also use electrical or non-diesel fueled equipment. All construction vehicles shall be properly maintained and equipped with exhaust mufflers that meet State standards.

The construction management plan and emissions reduction plan are subject to review and approval of the Community Development Director, or his/her designee.

D. BIOLOGICAL RESOURCES

Impact BIO-1: The project would result in tree removal and demolition, and construction activities would occur near remaining existing trees. Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.

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

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

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

(B) Prior to each phase of demolition and construction, the ornithologist shall submit a report identifying designated buffer zones to the City's Planning Division subject to the satisfaction of the Director of Community Development, or his/her designee.

E. CULTURAL RESOURCES

Impact CUL-1: Ground-disturbing construction activities could encounter and damage or destroy undiscovered subsurface archaeological resources.

MM CUL-1.1: Prior to the issuance of any grading permit or building permit involving excavation, shoring, foundation, or the superstructure, the project applicant shall hire a qualified Professional Archaeologist to develop a Worker's Environmental Awareness Program (WEAP) to train the construction crew on the legal requirements for the treatment of cultural resources as well as procedures to follow in the event of a cultural resources discovery. The archaeologist shall develop and distribute for job site posting an alert sheet summarizing potential finds that could be exposed and the protocols to be followed as well as points of contact to alert in the event of a discovery. This training program shall be given before ground-disturbing work commences and shall be required for all construction personnel participating in ground disturbing activities.

MM CUL-1.2: The applicant shall note on all construction plans that require ground disturbing activities that there is a potential for exposing buried cultural resources including prehistoric Native American burials.

MM CUL-1.3: If any prehistoric or significant historic period cultural materials are exposed during construction grading and/or excavation whether on-site or off-site, the applicant shall halt all construction activities within 50 feet of the find, and the Professional Archaeologist shall provide identification, evaluation, and further recommendations consistent with CEQA and City of San Mateo requirements.

If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource under CEQA, the applicant shall notify the Community Development Director, or his/her designee, and provide avoidance, preservation in-place, recordation, additional archaeological testing and data recovery measures to reduce impacts to a less than significant level. The applicant shall also complete a formal Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) that includes data recovery if significant archaeological deposits are exposed during ground disturbing construction. The applicant shall submit the AMP and/or ATP to the City's Planning Division subject to the satisfaction of the Community Development Director, or his/her designee. Development and implementation of the AMP and ATP and treatment of significant cultural

resources will be determined by the applicant in consultation with the California Office of Historic Preservation and the City of San Mateo.

Impact CUL-2: Ground-disturbing construction activities could encounter and damage or destroy undiscovered buried human remains.

MM CUL-2.1: In the event that human remains are discovered during excavation and/or grading whether on-site or within the public right-of-way, the applicant shall halt all activity within a 50-foot radius of the find and notify the Community Development Director, or his/her designee. The applicant shall also immediately notify San Mateo County Coroner to have a determination made as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. Treatment of human remains and any associated or unassociated funerary objects discovered during any soil-disturbing activity within the project site shall comply with applicable State laws (i.e., Native American burials, Chapter 1492, Section 7050.5 to the Health and Safety Code, Sections 5097.94, 5097.98 and 5097.99 of the Public Resources Code). If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

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

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

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

I. HAZARDS AND HAZARDOUS MATERIALS

Impact HAZ-1: Demolition of existing buildings could release asbestos and lead, and excavation could encounter underground storage tanks at the former gas station site, creating a hazard to construction workers and nearby receptors.

MM HAZ-1.1: To reduce the potential for construction workers and nearby sensitive receptors to be exposed to Asbestos Containing Materials (ACMs) and lead-based paints, the applicant shall implement the following measures prior to and during demolition and construction:

- In conformance with local, state, and federal laws, the applicant shall engage a qualified professional to complete an asbestos building survey and a lead-based paint survey to determine the presence of ACMs and/or lead-based paint on the structures proposed for demolition prior to issuance of a demolition permit. Written findings of the surveys shall be submitted to the Building Division subject to the satisfaction of the Community Development Director, or his/her designee.

- The applicant shall retain a registered asbestos abatement contractor to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to the issuance of a demolition permit. The applicant shall conduct all construction activities in accordance with California Division of Occupational Safety and Health (Cal/OSHA) standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Quality Management District (BAAQMD) regulations.

- Prior to any demolition activities, the applicant shall remove all building materials containing lead-based paint in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. The applicant shall dispose of any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the waste being disposed.

MM HAZ-1.2: Prior to issuance of a grading permit, the applicant shall obtain a geophysical survey to determine if any subsurface features (e.g., underground storage tanks [USTs], piping, etc.) remain beneath the project site. If any remaining subsurface features are determined to exist on-site, the applicant shall obtain a permit from the San Mateo County Environmental Health Department (CUPA) for their removal. Proof of obtainment of this permit shall be submitted to the City's Building Division prior to the issuance of a grading permit. Removal activities and compliance soil sampling will be conducted by an environmental consultant and environmental contractor under the oversight of the CUPA. If stained soils, free product, and/or elevated petroleum hydrocarbon concentrations are detected in soil at concentrations that exceed applicable ESLs established by the SF-RWQCB, over-excavation of the contaminated soil may occur at the time of the subsurface feature removal, at the direction of the CUPA, and/or potentially during the construction excavation for the subsurface garage.

If previously unknown 'orphan' USTs or piping are encountered during construction excavation activities for the underground parking garage, the

applicant shall halt all work, notify the City's Building Division and CUPA, and obtain additional permits to remove the encountered tanks and/or piping. Removals and compliance sampling will be under the oversight of the CUPA. The removal of known or new USTs found during construction, along with any contaminated soil that is removed at that time will be reported to the CUPA in a UST removal report. Excavation of soil for the construction of the underground parking garage will remove and properly dispose of contaminated soils that may be present beneath the site. If soil contamination at concentrations that exceed applicable ESLs is observed at the base of the construction related excavation, additional localized excavation(s) may occur as a contingency. The excavation depth will likely be limited by the elevation of the water table at the time of construction dewatering and is anticipated to be at most 2 or 3 extra vertical feet. Oversight of remediation shall be provided by the San Mateo County Health - Groundwater Protection Program (GPP). Implementation of the RMP and SMP will be provided in a Construction Completion Report submitted to the GPP.

Impact HAZ-2: Excavation and grading activities could disturb contaminated soils and groundwater during project construction, exposing construction workers and nearby sensitive receptors to hazardous materials.

MM HAZ-2.1: To reduce the potential for construction worker and nearby sensitive receptor exposure to hazardous materials (petroleum hydrocarbons, chlorinated solvents, lead, and asbestos), the applicant shall incorporate the following measures at all times during the construction phase of the project.

Prior to the issuance of any building permit involving excavation, shoring, foundation, or the superstructure, the applicant shall obtain a Phase II Environmental Site Assessment following building demolition and site clearance that investigates current soil and groundwater conditions. The applicant shall submit the Phase II Assessment to the City's Planning Division subject to the satisfaction of the Community Development Director, or his/her designee. Prior to excavation, soil samples shall be collected by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) to pre-characterize soil for waste characterization and soil management purposes. Depth discrete soil samples shall be collected at various depths from 0.5 feet below ground surface (bgs) to the maximum depth of the proposed subsurface garage excavation and analyzed for constituents that may be present, such as metals, volatile organic compounds (VOCs), and petroleum hydrocarbons. The soil borings shall be advanced by an environmental professional and an environmental drilling contractor under permit and oversight of the San Mateo County Health - Groundwater Protection Program (GPP).

The Phase II results shall be provided to the GPP and a Soil and Groundwater Management Plan (SGMP) and a Construction Risk Management Plan (CRMP) shall be developed for GPP approval that describes remediation and/or mitigation actions, as necessary, based on the findings of the Phase II including measures to be taken during construction for the protection of project construction workers and nearby sensitive receptors. Proof of GPP approval shall be submitted to the Building Division prior to the issuance of any building permit involving excavation, shoring, foundation, or the superstructure.

J. HYDROLOGY AND WATER QUALITY - The project will not have a significant impact on this resource; therefore, no mitigation is required.

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

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

M. NOISE

Impact NOI-1: Construction of the proposed project would exceed the City's 90 dBA noise limit when individual pieces of equipment are used within 25 feet of the project boundaries.

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

(A) Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources

and noise-sensitive receptors nearest the project site during all project construction.

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

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

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

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

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

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

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

MM NOI-1.2: If the day care/preschool use located at 521 E. 5th Avenue (or other sensitive receptor use, as defined by Table 4.13 2 above) is in operation during the start of the project building construction (to be verified prior to the issuance of the project superstructure building permit) additional measures as listed below would be required to shield the adjacent sensitive receptor. These measures would not be required at 521 E. 5th Avenue if no sensitive receptors (as defined by Table 4.13 2 above) are located at 521 E. 5th Avenue at the time the project begins construction, these measures

would only be required to shield the community center at 415 S. Claremont Street.

- Construct a solid plywood fence along the shared property line with the community center at 415 S. Claremont Street. A temporary eight-foot noise barrier would provide a minimum of six dBA attenuation for adjacent sensitive land uses when construction activities occur at the ground level when the loudest equipment would be used (i.e., during demolition and grading phases). This would reduce Leq and Lmax noise levels for equipment to below 90 dBA at a distance of 25 feet outside the plane when equipment operates along the project boundaries.
- Erect a temporary noise control blanket barrier with a minimum height of 12 feet at the shared property line with the community center at 415 S. Claremont Street or on scaffolding just outside the proposed building facing the shared property line during construction of the upper floors (second floor and above).

Impact NOI-2: Construction of the proposed project could result in vibration levels exceeding the 0.25 in/sec PPV and 0.3 in/sec PPV thresholds at the adjacent buildings at 415 S. Claremont Street, 503 E. 5th Avenue, and 521 E. 5th Avenue, respectively.

MM NOI-2.1: To reduce the potential for construction vibration levels to exceed the 0.25 in/sec PPV threshold at the adjacent buildings at 415 S. Claremont Street and 503 E. 5th Avenue, and 0.3 in/sec PPV threshold 521 E. 5th Avenue, respectively, and cause damage to the buildings, the project applicant shall implement the following measures prior to and during demolition and construction:

- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (e.g., tracked vehicles, vibratory compaction, jackhammers, hoe rams, clam shovel drop, and vibratory roller, etc.) shall be submitted to the City by the contractor as well as a list of smaller equipment (less than 18,000 pounds) to be used near the southeastern property line.
- Smaller equipment (less than 18,000 pounds) shall be used near the property lines adjacent to the historical building to minimize vibration levels at the adjacent southeastern building (i.e., the community center at 415 S. Claremont Street) and the conventional building to the southeast (i.e., the commercial building at 521 E. 5th Avenue). For example, a smaller vibratory roller similar to a Caterpillar model CP433E vibratory compactor could be used when compacting materials within 25 feet of the adjacent historical and conventional buildings to the southeast. The smaller equipment intended to implement this requirement shall be individually identified

among the list of equipment required under the above condition as the subset of equipment allowed for use at the property lines.

- Avoid dropping heavy equipment and using vibratory rollers within 25 feet of sensitive structures to the southeast. Use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 25 feet of the adjacent southeastern buildings. Select demolition methods that do not involve large impact tools such as hoe-rams within 25 feet of the shared property line with historical and conventional buildings to the southeast. Portable jackhammers, saws, or grinders shall be used to minimize impacts to the ground.
- Where heavy, vibration-generating equipment is required within 25 feet of the adjoining buildings and smaller equipment or alternative construction methods cannot be substituted, a Construction Vibration Monitoring Plan shall be required to document conditions prior to, during, and after vibration generating demolition and construction activities. All monitoring plan tasks shall be undertaken under the direction of a licensed Professional Engineer in the State of California. Initial placement of sensors, data, and corrective actions shall be reviewed by a licensed Professional Structural Engineer in the State of California and shall demonstrate how vibration levels during demolition and construction will not exceed 0.25 in/sec Peak Particle Velocity (PPV) at the adjacent historical building (415 S. Claremont Street) and at the adjacent conventional building (521 E. 5th Avenue) directly southeast of the project site, subject to all standards and best management practices, in accordance with industry-accepted standard methods. The Construction Vibration Monitoring Plan shall include, but not be limited to, the following measures to address any potential cosmetic damage:
    - The Construction Vibration Monitoring Plan shall be submitted to the Building and Planning Division, subject to satisfaction of the Community Development Director, or his/her designee, prior to issuance of any demolition, grading, or building permits, whichever occurs first.
    - A description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.
    - A list of all construction equipment to be used and the anticipated time of duration shall be submitted by the contractor.
    - Document conditions at all structures located within 25 feet of construction site, where access is granted, prior to, during, and after vibration-generating construction activities. Perform a photo survey, elevation survey, and crack monitoring survey prior to any construction activity, at the end of each phase of construction, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall

document the condition of foundations, walls and other structural elements in the interior and exterior of said structures. Where the crack survey identifies damage to adjacent buildings, the applicant shall be responsible for any repairs.

- A plan to identify structures where and when monitoring would be conducted. If vibration levels exceed the limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.
- The applicant or their designated contractor shall identify a "disturbance coordinator" responsible for registering and investigating claims of excessive vibration. The disturbance coordinator shall determine the cause of the complaint and shall require that measures be implemented to reduce the vibration impact. The applicant or their designated contractor shall conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
- A completed monitoring report and findings of the crack surveys and any repairs done shall be made available to the Building and Planning Division prior to final building inspection for the demolition and final occupancy.

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

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

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

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

R. **TRIBAL CULTURAL RESOURCES** – Ground-disturbing construction activities could encounter and damage or destroy undiscovered tribal cultural resources. See MM CUL-1.1 through MM CUL-2.1, above.

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

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

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

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on October 29, 2026 any person may:

1. Review the Draft MND as an informational document only; or
2. Submit written comments regarding the information and analysis in the Draft MND.

FKhan 10/9/26

Fahteen Khan, Associate Planner Date

Joanna Winter 10/9/26

Joanna Winter, Planning Manager, Community Development Department Date

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Appendix B: Tree Inventory Report

Appendix C: Historic Resources Evaluation Report and SOI Standards/CEQA Impacts Memorandum

Appendix D: Geotechnical Investigation

Appendix E: Greenhouse Gas Emissions Assessment

Appendix F: Phase I Environmental Site Assessments

Appendix G: Noise and Vibration Assessment

Appendix H: Transportation Impact Assessment and Supplemental Memorandum

Appendix I: Sewer Capacity Memorandum

All appendices are incorporated herein by reference.

Section 1.0 Introduction and Purpose

1.1 Purpose of the Initial Study

The City of San Mateo, as the Lead Agency, has prepared this Initial Study for the 500 E. 4th Avenue (Block 20) Mixed-Use Development Project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San Mateo, California.

The project proposes to redevelop an approximately 0.77-acre site with a seven-story mixed-use building. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 Public Review Period

Publication of this Initial Study marks the beginning of a 20-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 20-day public review period should be sent to:

Fahteen Khan, Associate Planner
City of San Mateo Planning Division
330 West 20th Avenue
San Mateo, CA 94403
fkhan@cityofsanmateo.org

1.3 Consideration of the Initial Study and Project

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

1.4 Notice of Determination

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

Section 2.0 Project Information

2.1 Project Title

500 E. 4th Avenue (Block 20) Mixed-Use Development Project (PA-2023-003)

2.2 Lead Agency Contact

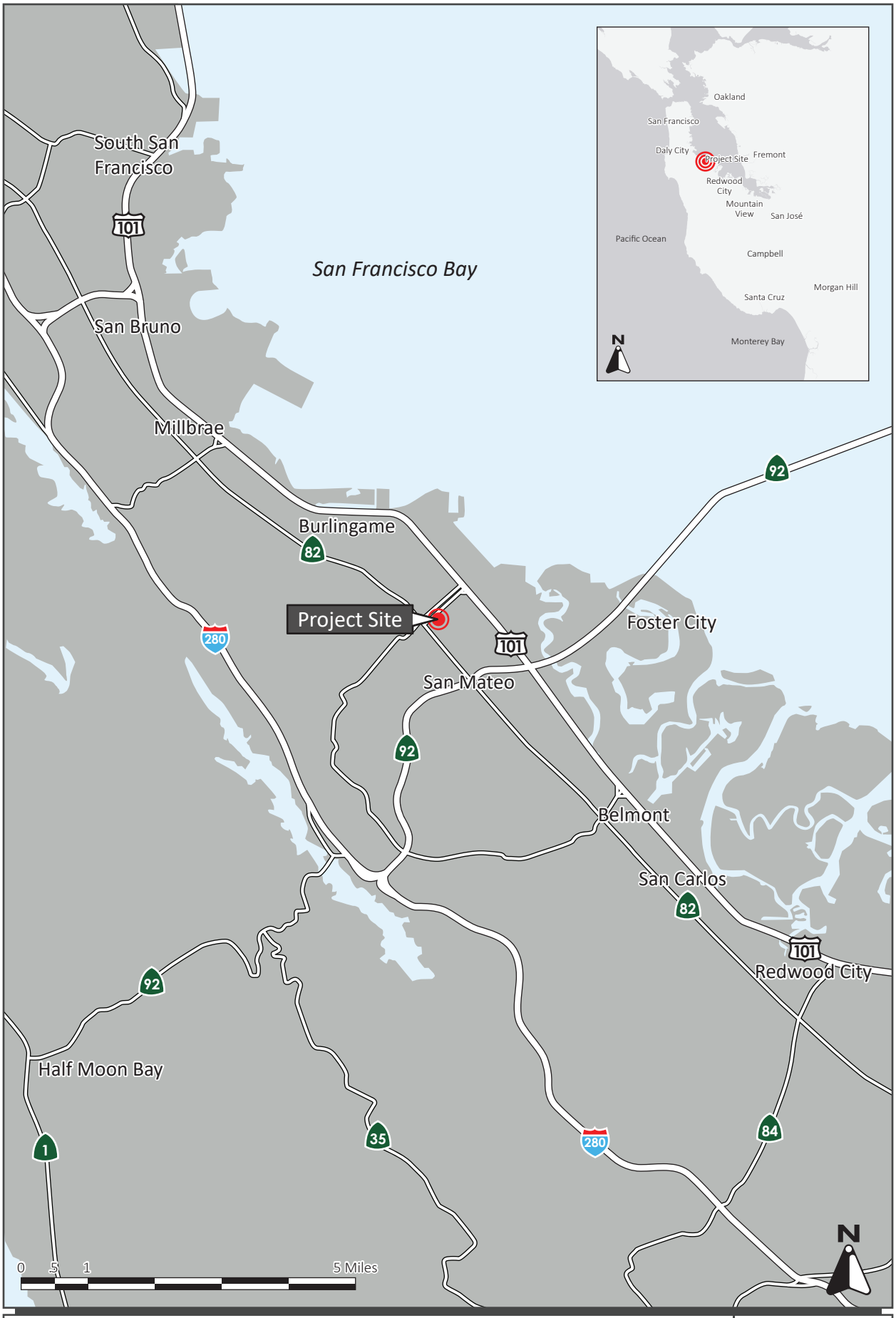
Fahteen Khan, Associate Planner
City of San Mateo Planning Division
330 West 20th Avenue
San Mateo, CA 94403
fkhan@cityofsanmateo.org

2.3 Project Applicant

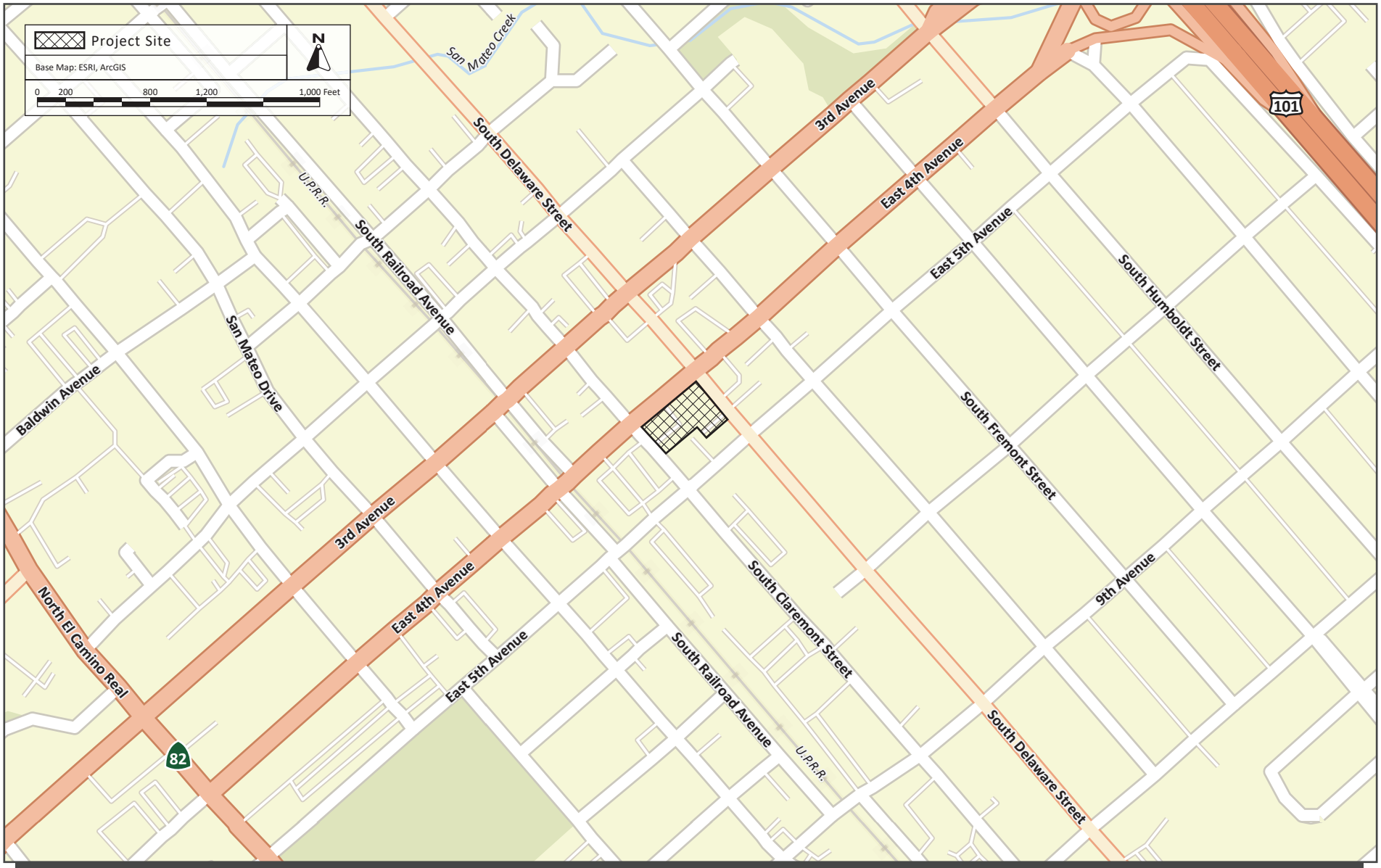
Michael Field
Windy Hill Property Ventures
(650) 847-1170
mike@mecahventures.com

2.4 Project Location

The approximately 0.77-acre project site is located at the intersection of South Claremont Street and East 4th Avenue in the City of San Mateo. A regional map, vicinity map, and aerial photograph of the project site are shown in Figure 2.4-1 through Figure 2.4-3.

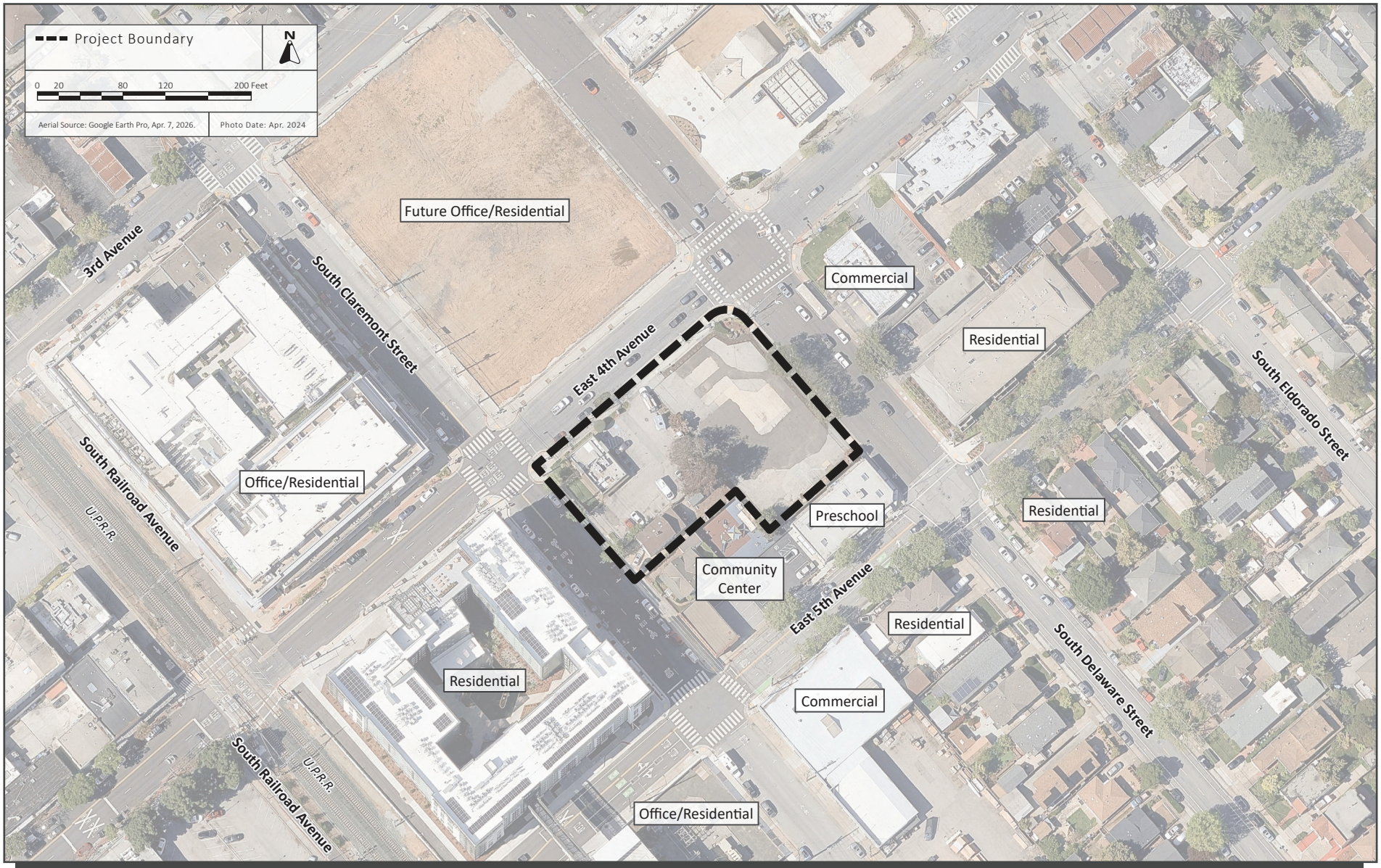


REGIONAL MAP | FIGURE 2.4-1



VICINITY MAP

FIGURE 2.4-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.4-3

2.5 Assessor's Parcel Number

034-186-070, 034-186-080, and 034-186-110

2.6 General Plan Designation and Zoning District

The project site is currently designated as Mixed-Use High in the Strive San Mateo 2040 General Plan. Because the project application was submitted on January 31, 2023, prior to the 2040 General Plan adoption, the project is being considered pursuant to the City's 2030 General Plan land use designation of Downtown Retail Core Support. The project site is zoned CBD/S (Central Business District Support).

2.7 Project-Related Approvals, Agreements, and Permits

The project would require the following discretionary and ministerial approvals from the City of San Mateo:

- Site Plan and Architectural Review (SPAR)
- Site Development Planning Application (SDPA) for Tree Removal
- Tentative Parcel Map
- Stormwater Treatment Maintenance Agreement
- Site Development Permit – Tree Removal (Ministerial)
- Demolition Permit (Ministerial)
- Grading Permit (Ministerial)
- Building Permit (Ministerial)

The project is not expected to require approval by a federal or state agency. The project may require approval from the San Mateo County Health Department - Groundwater Protection Program.

Section 3.0 Project Description

3.1 Project Location and Existing Setting

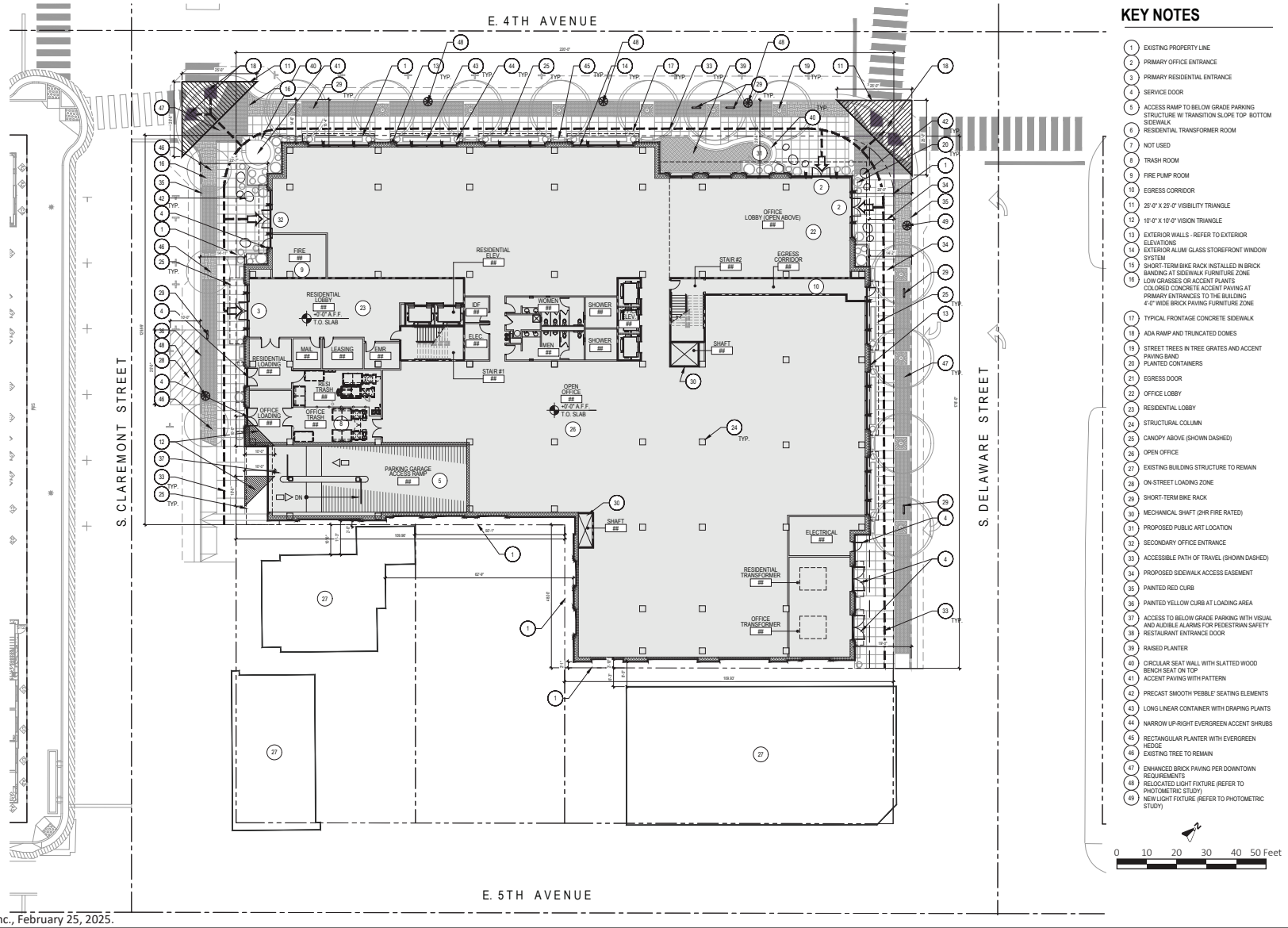
The approximately 33,790 square-foot (or 0.77-acre) project site is located at the intersection of South Claremont Street and East 4th Avenue in the City of San Mateo (Assessor's Parcel Number [APN] 034-186-070, 034-186-080, and 034-186-110). The site is on the block bounded by East 4th Avenue, South Delaware Street, East 5th Avenue, and South Claremont Street. The site is developed with a Taco Bell Restaurant, surface parking, a single-family residence, and a vacant gas station site. There are 11 existing trees on-site and 10 street trees located around the perimeter of the project site.

Adjacent land uses include the San Mateo Japanese-American Community Center (415 S. Claremont Street), Gardener's Hall (503 E. 5th Avenue), and a commercial building at 521 E. 5th Avenue currently occupied by a Safari Kids daycare and preschool. Surrounding land uses include office and residential uses to the north along East 4th Avenue, an automobile service station, retail commercial, and residential uses along South Delaware Street, a lumber yard and residential uses along East 5th Avenue, and proposed residences along South Claremont Street.

3.2 Mixed-Use Building

The project proposes to demolish all existing structures on-site and construct a seven-story, approximately 167,489 square-foot mixed-use building with two levels of below grade parking. The building would be a maximum height of 85 feet and would include approximately 99,025 square feet of office space, 17,205 square feet of common area per floor, and 72 multi-family residential units. The project would not have at least two-thirds total residential square footage to qualify as a housing development project under California Government Code Section 65589.5. The project would have a floor area ratio (FAR) of 4.95. The ground level would consist of a residential lobby and office space. The second and third floors would consist entirely of office space, while the fourth, fifth, and the sixth floors would consist entirely of residential units. The seventh floor would consist of office space. The residential units would include approximately 48 studio units, nine one-bedroom units, and 15 two-bedroom units. Twelve of the units would be Below Market Units (BMR) in accordance with the City of San Mateo BMR Ordinance. The project would include an enclosed 400 kilowatt (kW) emergency diesel backup generator on the first level of the below-grade parking structure.

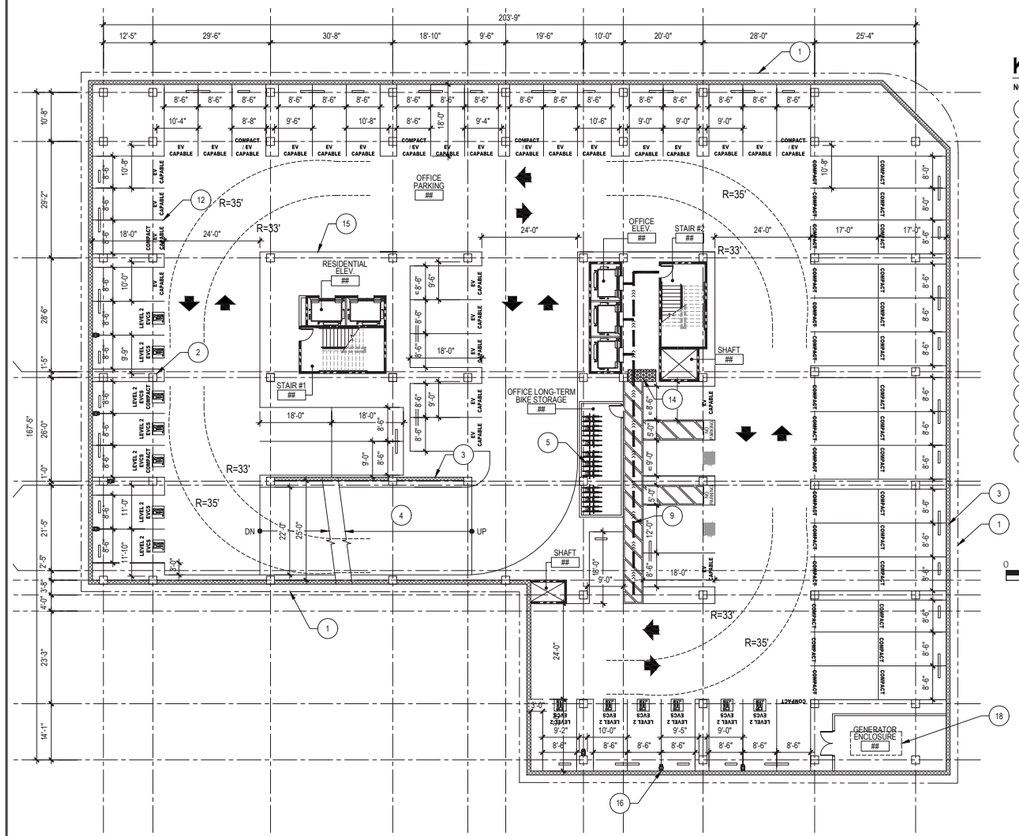
The proposed site plan, floor plans, building elevations, and conceptual rendering are shown on Figure 3.2-1 through Figure 3.2-8.



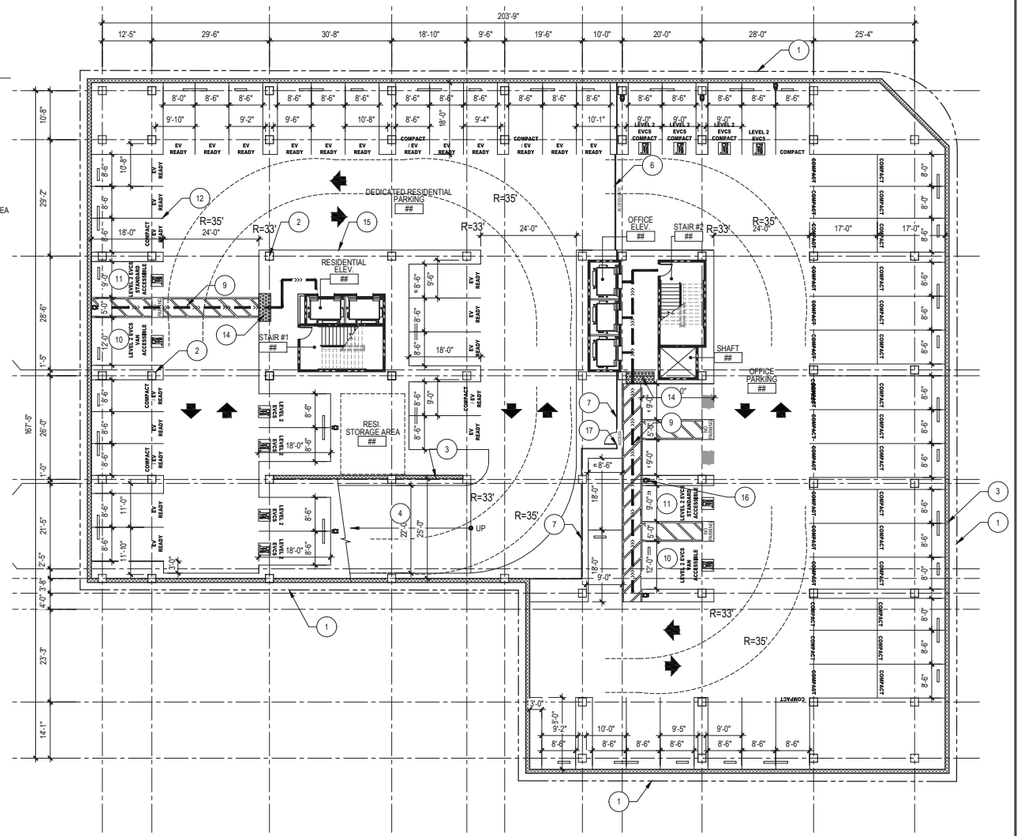
Source: ARC TEC, Inc., February 25, 2025.

SITE PLAN

FIGURE 3.2-1



LEVEL P1 PARKING PLAN



LEVEL P2 PARKING PLAN

KEYNOTES

NOTE: NOT ALL KEYNOTES LISTED MAY APPLY TO THIS DRAWING.

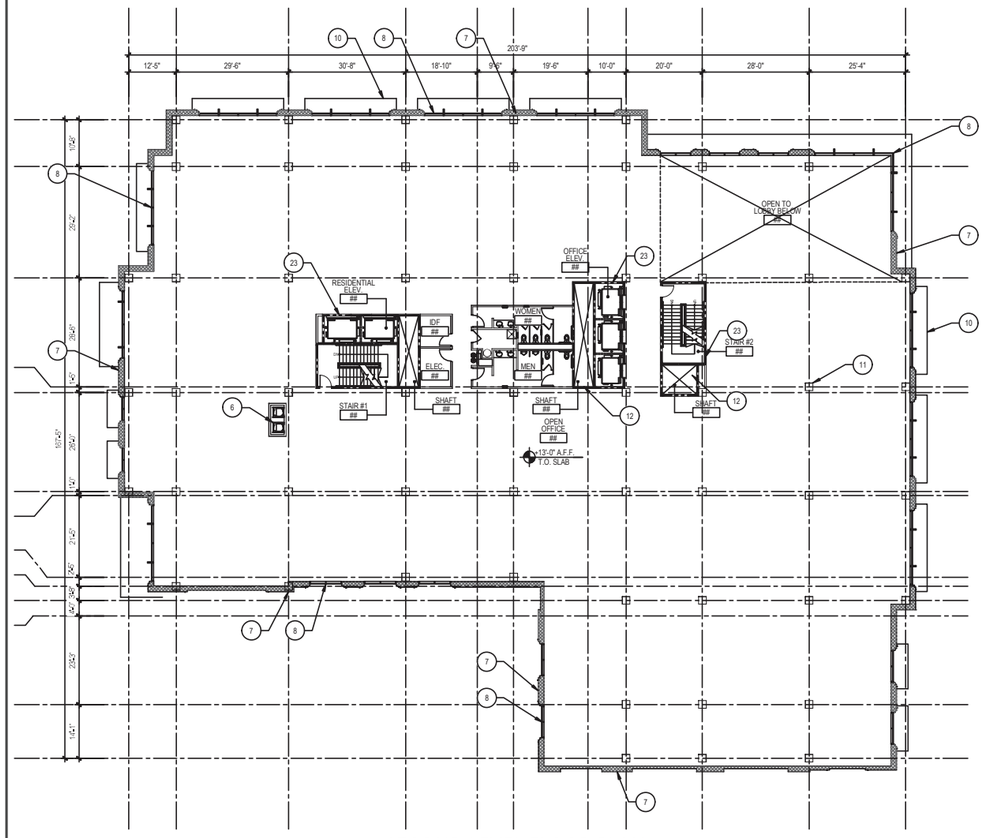
1. PROPERTY LINE
2. STRUCTURAL CONCRETE COLUMN
3. CAST-IN-PLACE CONCRETE WALL
4. CONCRETE RAMP
5. OFFICE LONG-TERM BIKE STORAGE
6. MOTORIZED SLIDING ENTRY GATE TO RESIDENTIAL PARKING AREA
7. METAL FENCE
8. DASHED LINE INDICATES RAMP ABOVE
9. ACCESSIBLE PATH OF TRAVEL
10. VAN ACCESSIBLE/ LEVEL 2 EVCS
11. STANDARD ACCESSIBLE/ LEVEL 2 EVCS
12. PARKING STRIPE
13. AMBULATORY/ LEVEL 2 EVCS
14. ADA TRUNCATED DOME PLATE
15. CONCRETE CURB
16. ELECTRIC VEHICLE CHARGER. REFER TO DETAIL 14/A1.02
17. ACCESS DOOR WITH PANIC HARDWARE
18. 400 kW GASEOUS GENERATOR

0 10 20 30 40 50 Feet

Source: ARC TEC, Inc., February 25, 2025.

PARKING LEVEL PLANS

FIGURE 3.2-2

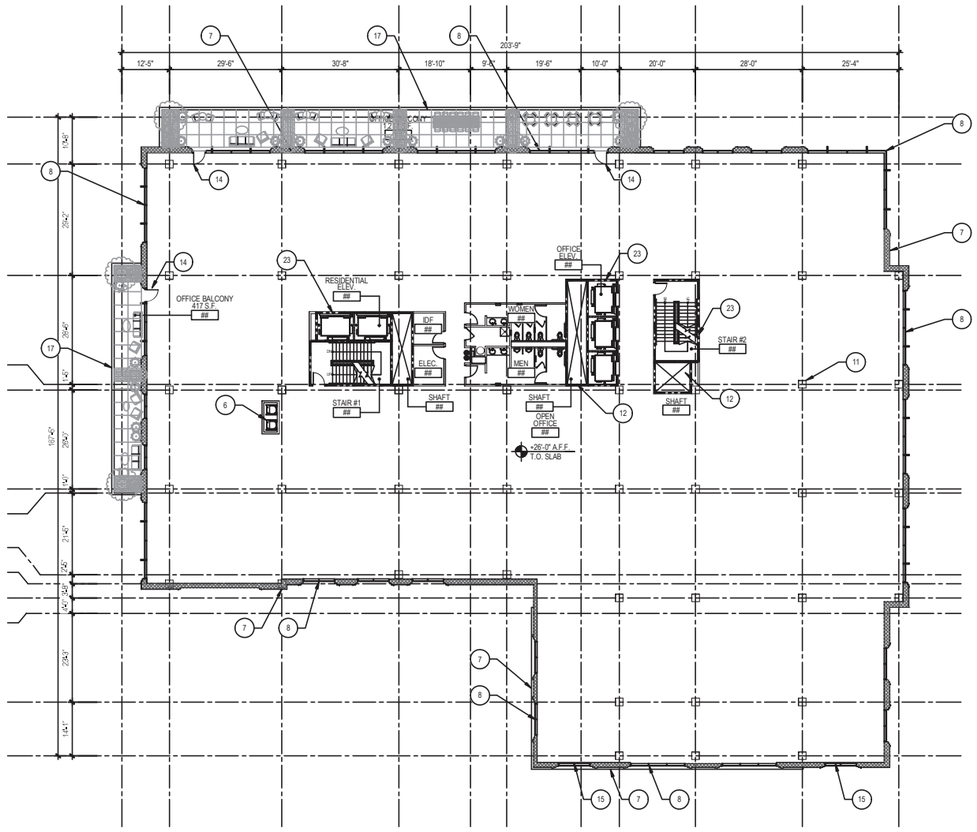


SECOND LEVEL FLOOR PLAN

KEYNOTES - FLOOR PLAN

1. EXISTING PROPERTY LINE
2. PRIMARY OFFICE ENTRANCE
3. PRIMARY RESIDENTIAL ENTRANCE
4. SERVICE DOOR
5. ACCESS RAMP TO BELOW GRADE PARKING STRUCTURE W/ TRANSITION SLOPE TOP BOTTOM SIDEWALK
6. 2-HR FIRE RATED WALLS AT TRASH CHUTTE
7. EXTERIOR WALLS - REFER TO EXTERIOR ELEVATIONS
8. EXTERIOR ALUM./ GLASS STOREFRONT WINDOW SYSTEM
9. CANOPY ABOVE (SHOWN DASHED)
10. CANOPY BELOW
11. STRUCTURAL COLUMN
12. 2HR. MECHANICAL SHAFT
13. SECONDARY OFFICE ENTRANCE
14. EGRESS DOOR
15. EXTERIOR ALUM./ GLASS STOREFRONT WINDOW SYSTEM WITH 1HR-FIRE RATED INTERIOR WALL
16. NOT USED
17. 42"H. AFF PARAPET WALL
18. 66"H. PRIVACY SCREEN
19. PRIVATE BALCONY ABOVE (SHOWN DASHED)
20. EXTERIOR SLIDING GLASS DOOR
21. 1HR FIRE RATED DEMISING WALL AT DWELLING UNIT
22. 1HR FIRE RATED WALL AT HALLWAY
23. 2HR FIRE RATED WALL AT STAIRS, ELEVATORS AND TRASH CHUTE
24. PRIVATE BALCONY WITH 42" H. GUARDRAIL
25. 42" H. GUARDRAIL
26. ELEVATOR OVERRUN

0 10 20 30 40 50 Feet



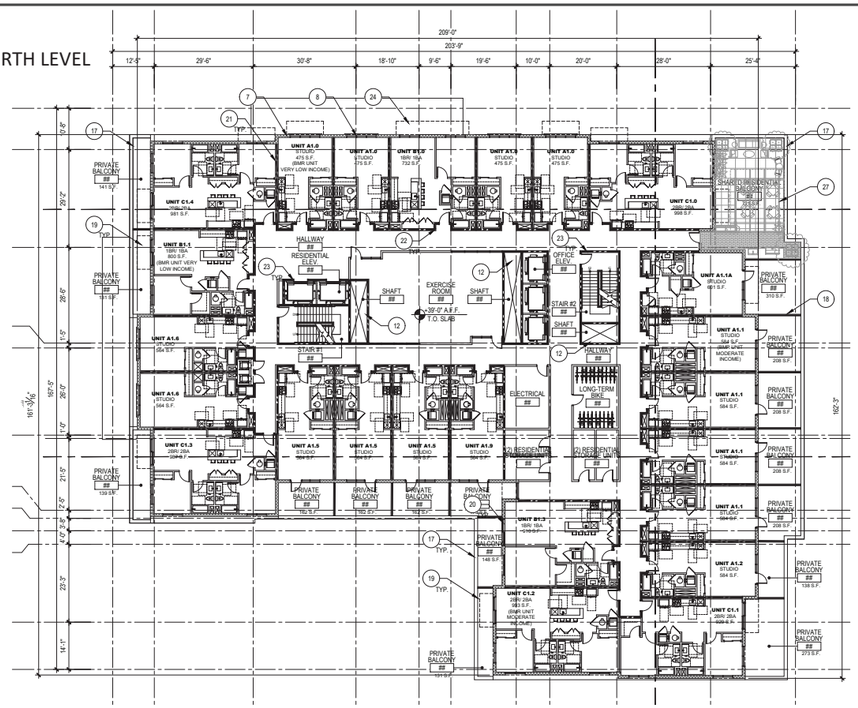
THIRD LEVEL FLOOR PLAN

Source: ARC TEC, Inc., March 18, 2024.

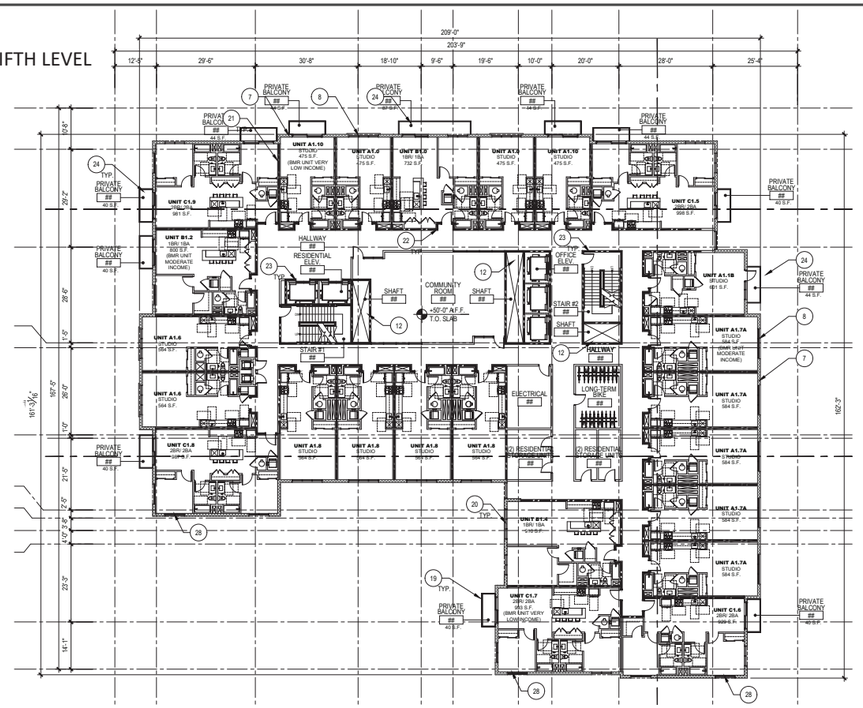
SECOND AND THIRD LEVEL FLOOR PLANS

FIGURE 3.2-3

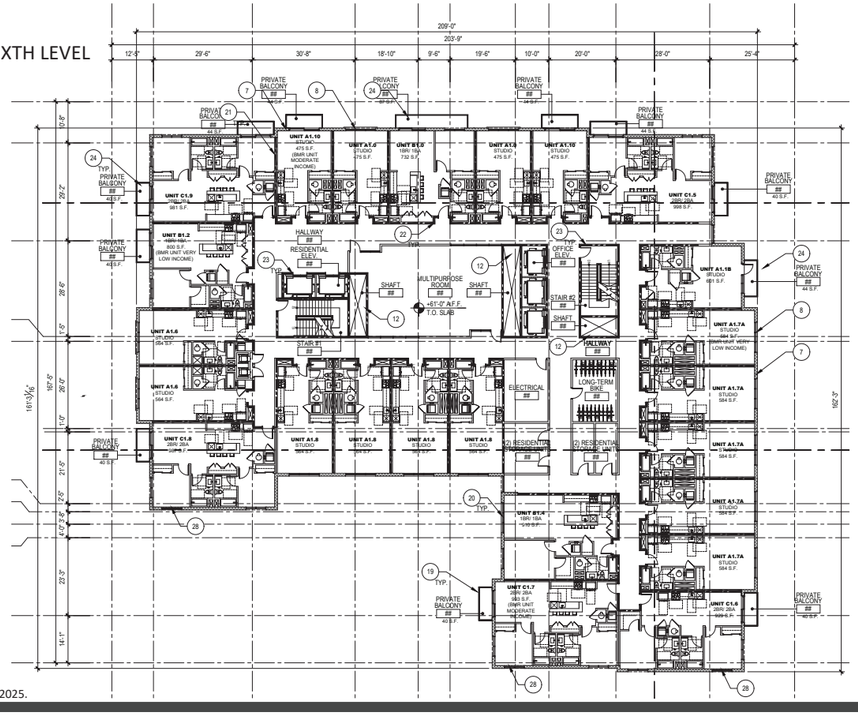
FOURTH LEVEL



FIFTH LEVEL



SIXTH LEVEL



KEYNOTES - FLOOR PLAN

NOTE: NOT ALL KEYNOTES LISTED MAY APPLY TO THIS DRAWING.

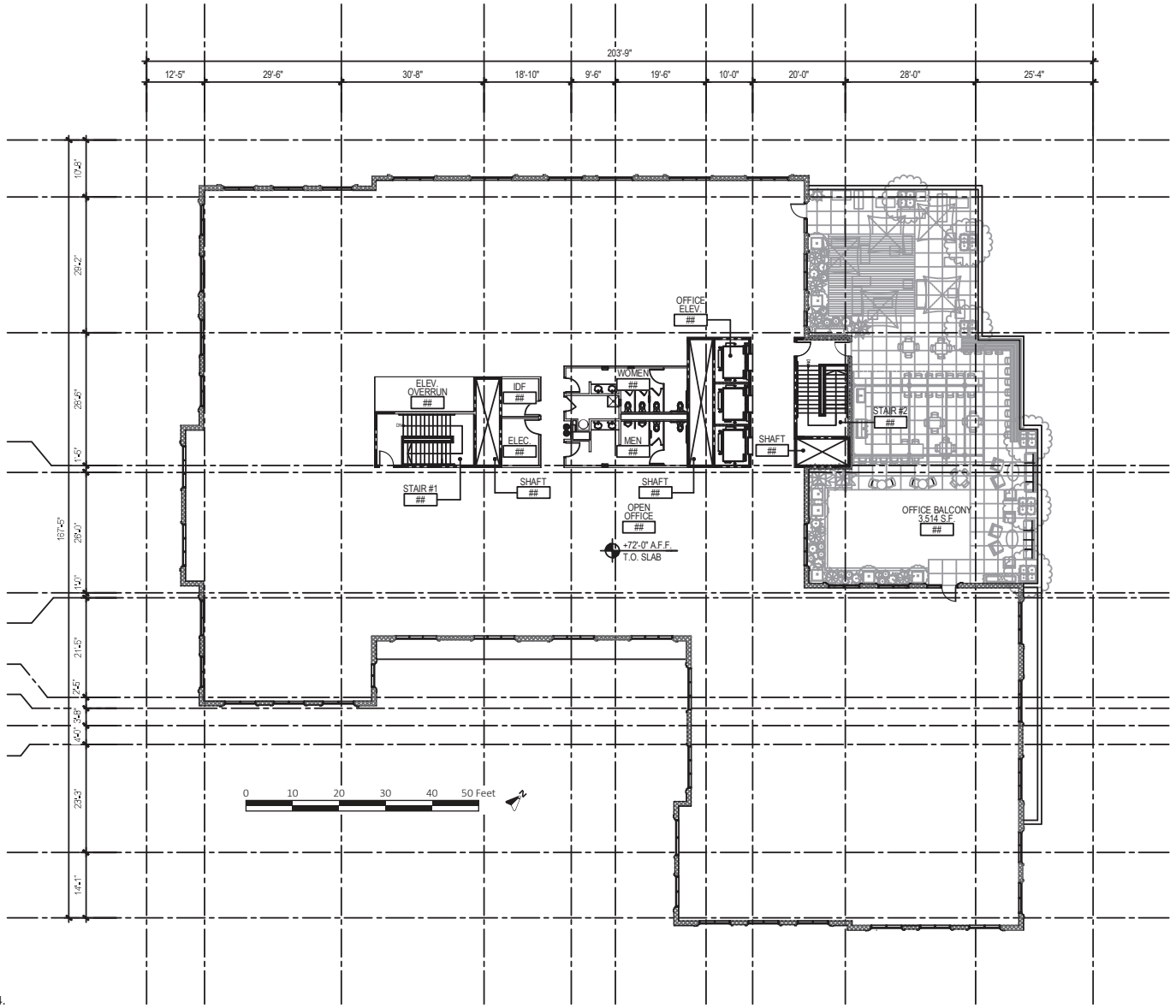
1. EXISTING PROPERTY LINE
2. PRIMARY OFFICE ENTRANCE
3. PRIMARY RESIDENTIAL ENTRANCE
4. SERVICE DOOR
5. ACCESS RAMP TO BELOW GRADE PARKING STRUCTURE W/ TRANSITION SLOPE TOP BOTTOM SIDEWALK
6. 2-HR FIRE RATED WALLS AT TRASH CHUTTE
7. EXTERIOR WALLS - REFER TO EXTERIOR ELEVATIONS
8. EXTERIOR ALUM./ GLASS STOREFRONT WINDOW SYSTEM
9. CANOPY ABOVE (SHOWN DASHED)
10. CANOPY BELOW
11. STRUCTURAL COLUMN
12. 2HR. MECHANICAL SHAFT
13. SECONDARY OFFICE ENTRANCE
14. EGRESS DOOR
15. EXTERIOR ALUM./ GLASS STOREFRONT WINDOW SYSTEM WITH 1HR-FIRE RATED INTERIOR WALL
16. NOT USED
17. 42"H. AFF PARAPET WALL
18. 66"H. PRIVACY SCREEN
19. PRIVATE BALCONY ABOVE (SHOWN DASHED)
20. EXTERIOR SLIDING GLASS DOOR
21. 1HR FIRE RATED DEMISING WALL AT DWELLING UNIT
22. 1HR FIRE RATED WALL AT HALLWAY
23. 2HR FIRE RATED WALL AT STAIRS, ELEVATORS AND TRASH CHUTE
24. PRIVATE BALCONY WITH 42" H. GUARDRAIL
25. 42" H. GUARDRAIL
26. ELEVATOR OVERRUN
27. WOOD TRELLIS TO MATCH WOOD INSERT
28. 1HR-FIRE RATED PARTITION BEHIND WINDOW

0 10 20 30 40 50 Feet

Source: ARC TEC, Inc., February 25, 2025.

RESIDENTIAL FLOOR PLANS (FOURTH, FIFTH, AND SIXTH LEVELS)

FIGURE 3.2-4



Source: ARC TEC, Inc., March 18, 2024.

SEVENTH LEVEL FLOOR PLAN

FIGURE 3.2-5



NORTH ELEVATION



EAST ELEVATION

Source: ARC TEC, Inc., February 25, 2025.

NORTH AND EAST ELEVATIONS

FIGURE 3.2-6



SOUTH ELEVATION



WEST ELEVATION

Source: ARC TEC, Inc., February 25, 2025.

SOUTH AND WEST ELEVATIONS

FIGURE 3.2-7



Source: ARC TEC, Inc., February 25, 2025.

CONCEPTUAL RENDERING | FIGURE 3.2-8

3.3 Site Access and Parking

Vehicle access to the below grade parking levels would be provided along S. Claremont Street. The below grade parking garage would provide a total of approximately 125 parking spaces, 94 of which would be reserved for office uses and 31 of which would be residential. The project would provide 24 electric vehicle (EV) parking stalls and 54 EV ready parking stalls. The project would not provide any public parking. Pursuant to Assembly Bill (AB) 2097, the City cannot require any off-street parking for the project because it is located within a half-mile of a major transit stop (i.e., the Downtown San Mateo Caltrain Station). The project would also include two on-street loading areas on S. Claremont Street to the north and south of the garage entry, one of which would also provide for passenger drop-off and deliveries.

The project would also include 90 long-term bicycle parking spaces and 12 short-term bicycle parking spaces. The long-term bicycle spaces would be provided in a bicycle storage room located on the upper level of the below-grade parking garage.

3.4 Landscaping and Open Space

The project proposes to remove all 11 existing on-site trees and seven out of 10 existing street trees (for a total of 18 trees), and plant 11 new street trees along the perimeter of the proposed building. The project would also include shrubs, grasses, and other accent plants along the exterior of the ground level and the balconies. The project would include approximately 996 square feet of landscaped area, 5,148 square feet of office open space, and 3,081 square feet of residential open space. Open space would be provided via patios, balconies, and roof decks.

3.5 Off-Site Improvements

The project would include a bulb-out at the project corner of the 4th Avenue and S. Claremont Street intersection to improve pedestrian safety by shortening the crosswalk length. The project would also restripe the crosswalks at the intersections of 4th Avenue and Delaware Street and 4th Avenue and S. Claremont Street.

Additionally, the project would underground all existing overhead utility lines adjacent to the project frontage.

3.6 Green Building Measures

The project would be designed for energy efficiency and water conservation in accordance with the latest California Green Building Standards Code (CALGreen). This includes mandatory installation of low-flow plumbing fixtures and low-water use landscaping. In addition, photovoltaic panels would be installed on the rooftop. The proposed building would operate on 100 percent electrical power and would not use any natural gas.

3.7 Construction

It is anticipated that the project would be constructed over an approximate 14-month period. Construction activities associated with the proposed project include site clearing and demolition, grading, utility connections, building construction, paving, architectural coating, frontage improvements, and landscaping. These construction activities will occur in accordance with Section 23.06.060 of the San Mateo Municipal Code (SMMC), construction activities would occur between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, 9:00 a.m. and 5:00 p.m. on Saturdays, and 12:00 noon and 4:00 p.m. on Sundays and holidays. It is estimated that construction of the project would require the export of approximately 47,278 cubic yards of soil due to excavation on-site to a maximum depth of approximately 26 feet below ground surface (bgs).

Section 4.0 Environmental Setting, Checklist, and Impact Discussion

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

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

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection includes a brief overview of relevant federal, state, regional, and local laws and policies and the existing physical conditions at the project site for each environmental resource.
- **Thresholds of Significance** – Where needed, this subsection includes the thresholds used to determine whether the project will have a significant impact on the environment.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For each checklist question, the project's impacts are determined to fall into one of the following categories and are marked in the corresponding checkbox:
    - No Impact: The project will not have any impact on the environment.
    - Less than Significant Impact: The project will have an impact on the environment, however, the impact would not exceed any threshold of significance.
    - Less than Significant Impact with Mitigation Incorporated: The project's impact on the environment would be reduced from a potentially significant impact to a less than significant impact with implementation of feasible mitigation measures.
    - Potentially Significant Impact: The project would result in a significant impact on the environment that cannot be mitigated to a less than significant level even with implementation of feasible mitigation measures.

- **Mitigation Measures** – "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Mitigation measures are developed specifically to reduce potentially significant impacts of the project. Mitigation measures are numbered to correspond to the impact they address. For example, MM BIO-1.2 refers to the second mitigation measure for the first impact in the Biological Resources section.
- **Conditions of Approval** – Where applicable, conditions of approval are identified for the project to ensure compliance with applicable laws and policies. Standard Conditions of Approval are uniformly applied to all projects, regardless of anticipated environmental impacts. Conditions of approval may reduce environmental impacts but were not developed for the sole purpose of reducing a project-specific potentially significant impact.

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to aesthetics that are applicable to this project.

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts on the environment are considered less than significant by statute if:

- The project is a residential or mixed-use residential project, or employment center project and
- The project is located on an infill site within a transit priority area. [1]

SB 743 also clarifies that local governments retain their ability to regulate a project's aesthetics impacts outside of the CEQA process. The project proposes to construct a mixed-use building with residential and commercial uses, the project site is located on an urban infill site, and is within a transit priority area because it is located within a half mile of the Caltrain Downtown San Mateo Station. Therefore, SB 743 applies to the project.

Streets and Highway Code Sections 260 through 263

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

[1] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: California Legislative Information. "Chapter 2.7. Modernization of Transportation Analysis for Transit-Oriented Infill Projects [21099- 21099.]." Accessed March 4, 2026. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&part=&chapter=2.7.&article=.

In San Mateo County, there are three state-designated scenic highways, including the State Route (SR) 1 segment between south of Half Moon Bay to the Santa Cruz County line (approximately 11 miles southwest of the project site), Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County line (approximately three miles west of the project site), and the SR 35 segment between the SR 92 intersection to the Santa Cruz County Line (approximately 5.5 miles southwest of the project site). There are no state-designated scenic highways in the City of San Mateo. [2]

Regional and Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Alameda de las Pulgas (one mile to the southwest), Crystal Springs Road (0.4 miles to the west), Polhemus Road (2.7 miles to the southwest), and State Route 92 (one mile to the southeast) are County-designated scenic roads. [3]

San Mateo General Plan 2030

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

Policy	Description
UD 1.5	Visually improve and direct toward focal points the major corridors of Third Avenue, Fourth Avenue, Hillsdale Boulevard and El Camino Real (SR 82) with the installation of street trees, street lights and consistent building setbacks.
UD 1.7	Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street and Mariner's Island Boulevard.
UD 2.1	Ensure that new multi-family developments substantially conform to the City's Multi-family and Small Lot Multi-family Design Guidelines that address the preservation and enhancement of neighborhood character through building scale, materials, architectural style, quality of construction, open space, location of parking and lot size.
UD 2.2	Ensure that new multi-family developments respect the existing scale of the neighboring buildings by providing a change in the building face at spacings common to existing buildings and by stepping down building height towards the street to more closely match the height of existing buildings.
UD 2.3	Encourage the design of new multi-family developments in areas with a dominant building style or dominant type of exterior building materials to complement the style and incorporate the common materials of the area.
UD 2.4	Encourage new multi-family developments to place parking underground or towards the rear of the parcel to avoid blank, ground floor walls and to screen views of parking from the street.

[2] California Department of Transportation. "California Scenic Highway Mapping System". Accessed March 4, 2026. https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways
[3] San Mateo County. General Plan FEIR. January 2013.

UD 2.7	Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.

City of San Mateo Zoning Ordinance

The City's Zoning Ordinance, Title 27 in the SMMC, provides standards for the physical development of the City. The City's Site Plan and Architectural Review (SPAR) process as identified in SMMC section 27.04.130, applies to new building construction, and projects involving historic buildings within the Downtown Area Plan. The SPAR process establishes the following specific findings that must be made to allow approval of new building construction:

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

Multi Family Design Guidelines

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

Downtown Area Plan

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

4.1.1.2 *Existing Conditions*

Project Site

The project site is located in the Downtown Area in northeast San Mateo and is comprised of several parcels currently developed with a Taco Bell restaurant, surface parking, a vacant gas station, and a residence. The site has limited vegetation including landscape trees, shrubs, and street trees along the surrounding sidewalks. There are a total of 11 existing trees and there are 10

street trees located around the perimeter of the project site. The project site is on level ground with the surrounding area and is visible from adjacent parcels and roadways.

The building at 411 S. Claremont Street is a two-story, wood-frame, front-gabled, vernacular residence. The building is characterized by horizontal wood siding, windows with simple decorative trim, and a centrally-located chimney. The building is characterized by a flat roof, a series of storefront windows, smooth stucco, and a rustic stone veneer. The building at 500 East 5th Avenue is a Taco Bell restaurant characterized by a flat roof, some storefront windows, stucco exterior, and corrugated metal eaves. The former gas station at 402 S. Delaware Street has been cleared of buildings and gas pumps, only concrete and asphalt slabs remain.

Surrounding Area

The project site is located in an urban area with a mix of commercial, office, and residential development. The adjacent building at 521 East 5th Avenue is a one-story commercial building occupied by a daycare and preschool. As discussed further in Section 4.5 Cultural Resources, the two existing buildings on the corner of South Claremont and 5th Avenue are both historic structures eligible for listing on the California Register of Historical Resources. The 503 E. 5th Avenue building is a one-story, wood-frame commercial building in the Spanish Revival style that is now used by the San Mateo Gardener's Association. The building at 503 E. 5th Avenue is characterized by its textured stucco-clad exterior, a flat roof with a decorative hipped parapet sheathed in red tiles, and clerestory windows. The building at 415 S. Claremont is a two-story residential building in the Gothic Revival style that has served as the Japanese American Community Center since the early 1980s. The 415 S. Claremont building is characterized by horizontal wood siding, a side gabled roof with a central dormer, a covered porch, and a stone wall with decorative metal fencing. Photos of the two historic buildings on-site are provided in Photos 1 & 2.

One-to-two-story residential neighborhoods exist to the east and southeast of the project site, including a two-story residence directly across E. 5th Avenue from the project site and more single-story residences along E. 5th Avenue and S. Delaware Street to the east and southeast of the site. Residences visible from the project site vary in style and exterior color, however, common elements include stucco exteriors and gabled roofs. Most of the residences have shingle roofing, though the residence on the southeast corner of E. 5th Avenue and S. Delaware Street has red-tiled roofing. A two-story multi-family residential building also exists directly across S. Delaware Street from the project site. This building is characterized by vertical wood siding, a brick veneer wall, a gabled roof, and projecting balconies. Single-family residential neighborhoods to the east of the project site transition to higher density development towards central downtown to the west of the project site with building heights ranging up to 10 stories.

Commercial buildings in the immediate vicinity include a single-story hardware store/lumber yard. The building is characterized by a flat roof and a stucco exterior. The lumber yard is located on the southeast end of the building, away from the project site. An automobile service center exists across S. Delaware Street from the project site and consists of a flat roof, some storefront windows, and four garage entrances. The recently completed Kiku Crossing, a seven-story residential building

with a five-level above-grade parking garage, is across S. Claremont Street from the project site. At the time of preparation of the IS, the Block 21 site across E. 4th Avenue is under construction. Existing structures on the Block 21 site have been demolished, and the site is currently vacant. When fully constructed, the Block 21 site will be occupied with a six-story mixed-use building. The Beresford Substation is also visible to the south of the project site, located on the corner of S. Claremont Street and E. 5th Avenue. Views of the surrounding area from the project site are provided in Photos 3 through 7.

Transit Priority Area

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

Scenic Views

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

The General Plan recognizes natural features as important scenic resources to the City, including San Mateo Creek (1,200 feet to the north), the San Francisco Bay shoreline (one mile to the northeast), Marina Lagoon (1.5 miles to the east), Laurel Creek (2.5 miles to the southeast), Sugarloaf Mountain (three miles to the south), and certain undeveloped private lands adjacent to Campus Drive (2.0 miles to the south) and around the College of San Mateo (1.7 miles to the southwest). Low-lying scenic views from the shoreline, lagoon, and nearby creeks, including the nearest scenic resource, San Mateo Creek, are not visible from the project site due to intervening development between the creek and the project site. Elevated scenic views from the surrounding hills to the south and southwest are more than 1.5 miles away of the project site which, at that distance, can be indistinguishable due to intervening multi-story downtown development.



Photo 1: Existing Building at 415 S. Claremont Street



Photo 2: Existing Building at 503 E. 5th Avenue



Photo 3: View of Lumber Yard/Hardware Store Across E. 5th Avenue



Photo 4: View of Residence Across E. 5th Avenue



Photo 5: View of Residences Across E. 5th Avenue/S. Delaware Street Intersection



Photo 6: View Across E. 4th Avenue/S. Claremont Intersection



Photo 7: View Across E. 5th Avenue/S. Claremont Intersection

Scenic Highways

One County-designated scenic road, Crystal Springs Road, is within one mile to the southwest of the project site, although the site is not visible from this roadway. [4] Other County-designated scenic roads, including Alameda de las Pulgas (one mile to the southwest) and State Route 92 (one mile to the south), are not visible from the project site due to the flat topography and intervening multi-story buildings that encompass the Downtown Area Plan, while Polhemus Road (2.7 miles to the southwest) is not visible from the project site due to intervening hillsides. The nearest state-designated scenic highway is the segment of I-280 from San Bruno to the Santa Clara County line, approximately three miles west of the site. The project site is not visible from the nearest portion of I-280 due to hillside topography to the east of the highway obscuring clear views of the project site. The scenic highways and roadways in the project vicinity are shown in Figure 4.1-1.

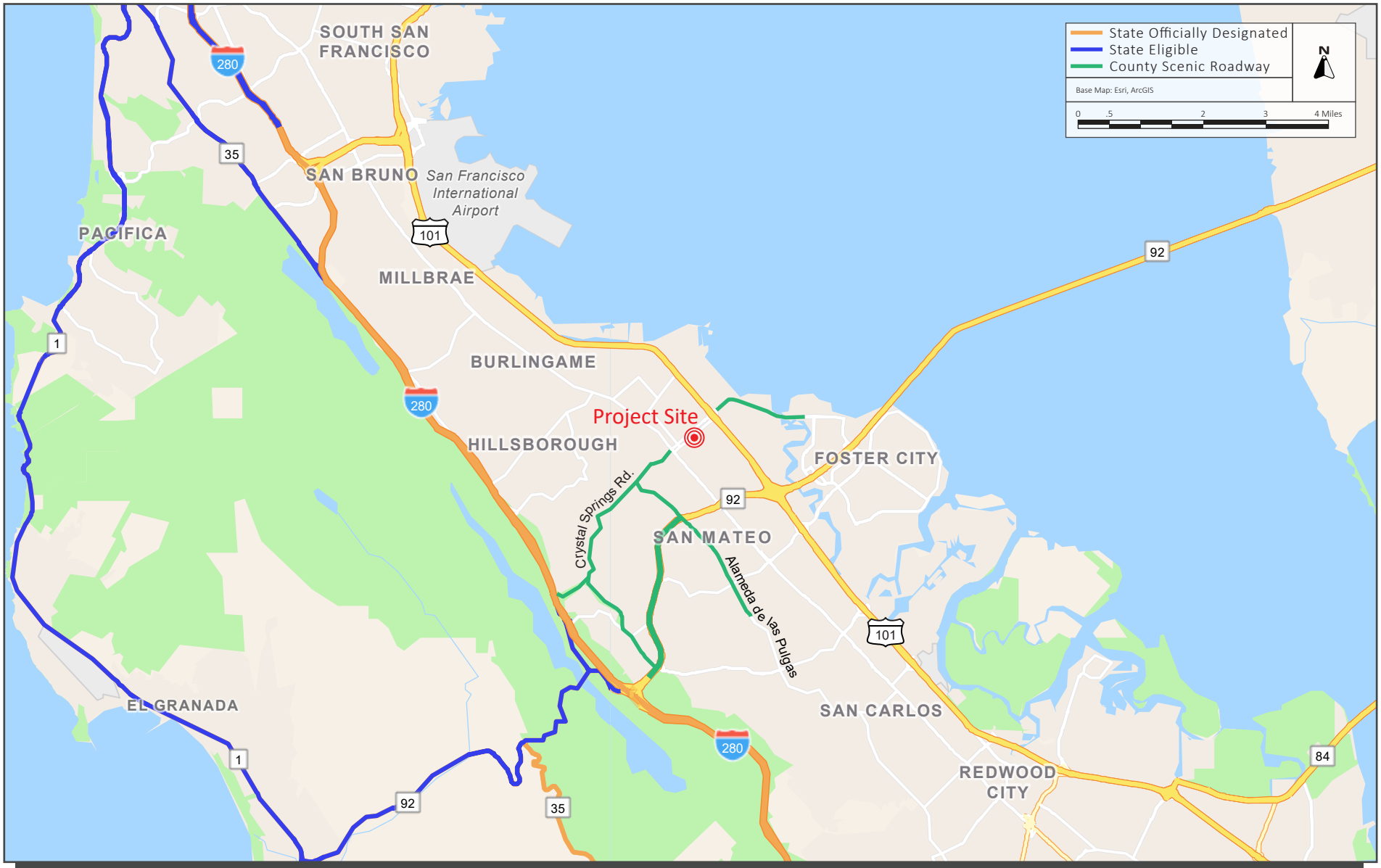
Light and Glare

Sources of light and glare are abundant in the urban environment of the City of San Mateo, including but not limited to streetlights, vehicular headlights, internal/external building lights, security lights, and reflective building surfaces and windows.

4.1.2 Thresholds of Significance

No quantitative thresholds of significance for aesthetic impacts have been adopted by the City of San Mateo or other responsible agencies.

[4] Google. Street View, Crystal Springs Road and North El Camino Real. Accessed March 4, 2026. https://bit.ly/33f2m G4.



SCENIC HIGHWAYS AND ROADWAYS IN THE PROJECT VICINITY | FIGURE 4.1-1

4.1.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?[5] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

As discussed in Section 4.1.1.2 Existing Conditions, scenic views of San Mateo Creek, the nearest scenic resource, and other scenic resources are not visible from the project site due to surrounding development between the creek and the project site. Elevated scenic views from the surrounding hills to the south and southwest are more than 1.5 miles away from the project site. At that distance, the proposed building would not adversely affect views from the hills. For these reasons, the project would not have a substantial adverse effect on a scenic vista. Furthermore, pursuant to SB 743, the project would have a less than significant impact by statute due to its nature as a mixed-use residential project and its location on an infill site within a transit priority area. **(Less than Significant Impact)**

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

As shown in Figure 4.1-1, the nearest designated state scenic highway is the segment of I-280 from San Bruno to the Santa Clara County line, approximately three miles west of the site. The project site is not visible from the nearest portion of I-280 due to hillside topography to the east of the highway obscuring clear views of the project site. Therefore, the project would not damage scenic

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

resources visible from a state scenic highway. Furthermore, pursuant to SB 743, the project would have a less than significant impact by statute due to its nature as a mixed-use residential project and its location on an infill site within a transit priority area. **(Less than Significant Impact)**

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project is located within an urban area of the City of San Mateo. Consistent with General Plan Policy UD 2.1, 2.2, 2.3, and 2.7, the proposed building would be of similar height as recently constructed and pending multi-story neighboring buildings at 480 E. 4th Avenue and 500 E. 3rd Avenue and would include stepped back upper floors. Consistent with General Plan Policy UD 2.4, the project would place parking underground to screen views of parking from the street. As discussed further in Section 4.5 Cultural Resources, construction of the proposed building would not result in an adverse effect on the visual setting of the neighboring historic buildings at 415 S. Claremont Street and 503 E. 3rd Avenue because the urban setting has already been substantially altered since the original construction of the buildings, the proposed mixed-use building would be visually separated from the historic buildings, and would not obstruct the primary views of the historic buildings. As discussed further in Section 4.11 Land Use and Planning, the project would be consistent with the applicable zoning district regulations with application of the State Density Bonus. For these reasons, the project would not conflict with applicable zoning and other regulations governing scenic quality. Furthermore, pursuant to SB 743, the project would have a less than significant impact by statute due to its nature as a mixed-use residential project and its location on an infill site within a transit priority area.**(Less than Significant Impact)**

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

The proposed building would include limited exterior lighting along walkways and would include glass windows, which could cause glare. These sources are typical for commercial and residential uses in urbanized areas and would be consistent with existing surrounding development. For these reasons, the project would not create a substantial new source of light or glare. Furthermore, pursuant to SB 743, the project would have a less than significant impact by statute due to its nature as a mixed-use residential project and its location on an infill site within a transit priority area**(Less than Significant Impact)**

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to agriculture and forestry resources that are applicable to this project.

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[6]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[7]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[8] Programs such as CAL FIRE's Fire and Resource Assessment Program are used to identify whether forest land, timberland, or timberland production areas could be affected are located on or adjacent to a project site.[9]

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[6] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed February 27, 2026. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.

[7] California Department of Conservation. "Williamson Act." http://www.conservation.ca.gov/dlrp/lca.

[8] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).

[9] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed February 27, 2026. http://frap.fire.ca.gov/.

4.2.1.2 *Existing Conditions*

The project site is located within a the heavily urbanized Downtown Area of San Mateo. The site is fully developed with several urban land uses including a residence, a restaurant, a vacant gas station, and surface parking. The site is designated as Downtown Retail Core Support under the City's General Plan and is zoned CBD/S. Agricultural uses are not defined as a permitted or conditional use in the CBD/S zoning district.

The California Department of Conservation designates the project site as "Urban and Built-Up Land", defined as land with at least six structures per 10 acres. Common examples of "Urban and Built-Up Land" are residential, institutional, industrial, commercial, landfill, golf course, airports, and other utility uses.[10] The site is not under a Williamson Act contract and there are no existing agricultural or forestry resources on or in the vicinity of the site.[11]

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

4.2.2 Thresholds of Significance

No quantitative thresholds of significance for agriculture and forestry resource impacts have been adopted by the City of San Mateo or other responsible agencies.

4.2.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

[10] California Department of Conservation. "California Important Farmland Finder. Accessed February 27, 2026. https://maps.conservation.ca.gov/DLRP/CIFF/

[11] California Department of Conservation. "California Williamson Act Enrollment Finder". Accessed February 27, 2026. https://maps.conservation.ca.gov/dlrp/WilliamsonAct/

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

As discussed in Section 4.2.2 Existing Conditions, the project site is designated as "Urban and Built-Up Land" on maps prepared by the California Department of Conservation. Therefore, the project would not convert any Prime, Unique, or Farmland of Statewide Importance to non-agricultural use. **(No Impact)**

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

As discussed in Section 4.2.2 Existing Conditions, the project site is zoned CBD/S, which does not permit agricultural use, and the project site is not under a Williamson Act contract. Therefore, the project will not conflict with existing zoning for an agricultural use or a Williamson Act contract. **(No Impact)**

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

The project site and surrounding area are not zoned, or adjacent to land zoned, for forest land, timberland, or Timberland Production. Therefore, the project would not conflict with existing zoning or require rezoning of forest land or timberland uses. **(No Impact)**

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

The project site is located in an urbanized area of the City that does not contain any forest lands. Therefore, no forest land would be lost or converted as a result of the project. **(No Impact)**

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

As described in Section 4.2.2 Existing Conditions, the project site and adjacent properties are not designated as farmland, nor are they used or zoned for agriculture use or forest land. For this reason, the development of the project would not cause the conversion of farmland to non-agricultural use or forest land to non-forest use. **(No Impact)**

4.3 Air Quality

The following discussion is based, in part, on an Air Quality and Health Risk Assessment prepared by Ramboll dated February 2026. A copy of this report is included in Appendix A.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

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

Toxic Air Contaminants

Toxic air contaminants (TACs) include airborne chemicals that are known to have short- and long-term adverse health effects. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Unlike criteria air pollutants, which have a regional impact, TACs are highly localized and regulated at the individual emissions source level.

DPM is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. DPM is comprised of diesel exhaust which is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (i.e., areas most susceptible to injury). [12] Chemicals in diesel exhaust, such as benzene and formaldehyde, are also TACs identified by the CARB.

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

[12] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed March 18, 2026. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

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

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

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

Sensitive Receptors

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

Worker Receptors

In addition to the sensitive receptors mentioned above, the Bay Area Air District (Air District) [13] considers worker receptors when reviewing impacts from air pollution and TACs. Worker receptors are adults (16 years and older) that work indoors and/or outdoors at off-site locations zoned for commercial and industrial uses. Typical developments that include worker receptors are offices, retail shops, manufacturing uses, light industrial uses, or heavy industrial uses. [14]

[13] Formerly known as the Bay Area Air Quality Management District (BAAQMD)

[14] Bay Area Air District. *California Environmental Quality Act Air Quality Guidelines Appendix E: Recommended Methods for Screening and Modeling Local Risks and Hazards*. Page E-14.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the EPA is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants discussed previously; PM, O_3, CO, SO_2, NO_2, and lead. [15]

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

Diesel Risk Reduction Plan

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

Regional

2017 Clean Air Plan

The Air District is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area, which includes the project area. Regional air quality management districts, such as the Air District, must prepare air quality plans specifying how federal and state air quality standards will be met. The Air District's most recently adopted plan is the Bay Area 2017 Clean Air Plan. The 2017 Clean Air Plan focuses on the following two related Air District goals and how to achieve them:

Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TAC; and

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

Protect the climate by reducing Bay Area greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2040 and 80 percent below 1990 levels by 2050. [16]

CEQA Air Quality Guidelines

The Air District CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by the Air District within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, Air District rules, methods of analyzing impacts, and recommended mitigation measures. The latest CEQA Air Quality Guidelines are the 2022 CEQA Air Quality Guidelines adopted on April 20, 2023, by the Air District's Board of Directors.

Local

San Mateo General Plan 2030

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

Policy	Description
LU 8.9	The City shall mitigate air quality impacts generated during construction activities by requiring the following measures: 1. Use of appropriate dust control measures, based on project size and latest Bay Area Air Quality Management District (BAAQMD) guidance, shall be applied to all construction activities within San Mateo. 2. Applicants seeking demolition permits shall demonstrate compliance with applicable BAAQMD requirements involving lead paint and asbestos containing materials (ACM's) designed to mitigate exposure to lead paint and asbestos. 3. Utilization of construction emission control measures recommended by BAAQMD as appropriate for the specifics of the project (e.g., length of time of construction and distance from sensitive receptors). This may include the utilization of low emission construction equipment, restrictions on the length of time of use of certain heavy-duty construction equipment, and utilization of methods to reduce emissions from construction equipment (alternative fuels, particulate matter traps and diesel particulate filters).
LU 8.10	When proposed development generating odors is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels. Potential mitigation associated with this policy requirement will be coordinated with any required permit conditions from BAAQMD. When new residential or other sensitive receptors are proposed near existing sources of odors, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels.

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

LU 8.11	The City shall require that when new development that would be a source of toxic air contaminants (TAC's) is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels. When new residential or other sensitive receptors are proposed near existing sources of TAC's, either adequate buffer distances shall be provided (based on recommendations and requirements of the California Air Resources Control Board and BAAQMD), or filters or other equipment/solutions shall be provided to the source to reduce the potential exposure to acceptable levels.

4.3.1.3 *Existing Conditions*

The San Francisco Bay Area (Bay Area) Air Basin is designated a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and for the state O_3 and PM_{10} standards.[17, 18] The Bay Area is designated as an attainment area for both the NAAQS and CAAQS for CO, SO_2, and NO_2. The Air District is responsible for attaining the NAAQS and CAAQS for these pollutants within the Bay Area. As part of an effort to attain and maintain ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$, the Air District has established thresholds of significance for these air pollutants and their precursors that apply to both construction period and operational period impacts. Controlling the emissions of these precursor pollutants is the focus of the Air District attempts to reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys where temperatures are higher, there is less wind circulation, and sources of the precursor pollutants (i.e., ROG and NO_x) are prominent. In the Bay Area, most particulate matter is generated from the following activities: combustion, factories, construction, grading, demolition, agriculture, and motor vehicles. Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Sensitive receptors in the project vicinity include residences and workers in the surrounding residential and commercial land uses and the adjacent daycare at 521 E. 5th Avenue.

4.3.2 Thresholds of Significance

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San Mateo has considered the air quality thresholds updated by the Air District in April 2023 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The Air District CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-2 below.

[17] Bay Area Air Quality Management District. "Air Quality Standards and Attainment Status." Last Updated December 15, 2025. Accessed March 18, 2026. https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status.

[18] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of SO_2 or lead. These criteria pollutants are not discussed further.

Table 4.3-3 below lists the Air District health risk and hazards thresholds for single-source and cumulative-sources.

Table 4.3-2: Air District Air Quality Significance Thresholds

Criteria Air Pollutants	Construction Thresholds*, Average Daily Emissions (pounds/day)	Operation Thresholds, Average Daily Emissions (pounds/day)	Operation Thresholds, Annual Average Emissions (tons/year)
ROG and NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	Not Applicable

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

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

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

Table 4.3-3: Air District Health Risks and Hazards Thresholds

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

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

Thresholds are applicable to construction and operational activities.

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

4.3.3 Impact Discussion

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

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

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

2017 Clean Air Plan

As described further below, the proposed project would not conflict with the 2017 CAP because the project would not result in the generation of construction criteria air pollutants and/or precursors that exceed the thresholds shown in Table 4.32 above. In addition, the project falls below the Air District operational criteria air pollutants screening thresholds. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, the project is considered urban infill and would be located near bike facilities and transit with regional connections. Implementation of the project would not prevent the Air District or partner agencies from continuing progress toward attaining State and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. For these reasons, the project would not result in a significant impact related to inconsistency with the 2017 CAP.

Criteria Air Pollutant Emissions

According to the Air District thresholds, a project that generates more than 54 pounds per day of ROG (reactive organic gases), NO_x, or $PM_{2.5}$, or 82 pounds per day of PM_{10} would be considered to have a significant impact on regional air quality. The Air District developed screening criteria to provide lead agencies with an indication of whether a project could result in significant

construction- and operational-related criteria air pollutant emissions. If a project is determined to be below the BAAQMD's screening criteria, then the project is said to have less than significant air quality impacts and no further analysis is required under CEQA.

Construction-Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2022.1.1.30 was used to estimate emissions from project construction. Construction emissions were modeled based on equipment and schedule information provided by the applicant. CalEEMod defaults for the associated land use and size were used where project-specific information was unavailable. Details about the equipment list, construction schedule, modeling, data inputs, and assumptions are included in Appendix A. Table 4.3-4 below summarizes the unmitigated annualized average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project.

Table 4.3-4: Project Construction Period Emissions

Year	Annualized Daily Construction Emissions (lbs/day), ROG	Annualized Daily Construction Emissions (lbs/day), NOx	Annualized Daily Construction Emissions (lbs/day), PM_{10} Exhaust	Annualized Daily Construction Emissions (lbs/day), $PM_{2.5}$ Exhaust
Year 1	0.72	7.1	0.23	0.21
Year 2	12	10	0.20	0.19
Air District Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	No	No	No	No

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

Conditions of Approval AIR-1:

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

(A) Construction activities related to the issuance of any Public Works permit shall be restricted to the weekday between 7:00 a.m. and 7:00 p.m. Please note, however, that no work shall be allowed to take place within the City right-of-way after 5:00 p.m. In addition, no work being done under the issuance of a Public Works encroachment permit may be performed on the weekend unless prior approvals have been granted by Public Works. Earth haul and materials delivery to and from the site, including truck arrivals and departures to and from the site, will be

prohibited between the weekday hours of 4:00 p.m. and 5:30 p.m. Signs outlining these restrictions shall be posted at conspicuous locations on-site. The signs shall be per the City Standard Drawing for posting construction hours. The sign shall be kept free of graffiti at all times. Contact the Public Works Department to obtain sample City Standard sign outlining hours of operation.

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

a. The following criteria are met:
    i. Permitting extended hours of construction will decrease the total time needed to complete the project thus mitigating the total amount of noise associated with the project as a whole; or
    ii. Permitting extended hours of construction are required to accommodate design or engineering requirements, such as a large concrete pour. Such a need would be determined by the project's design engineer and require approval of the Director of Public Works or designee.
    iii. An emergency situation exists where the construction work is necessary to correct an unsafe or dangerous condition resulting in obvious and eminent peril to public health and safety. If such a condition exists, the City may waive any of the remaining requirements outlined below.

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

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

d) The approved hours of construction activity will be posted at the construction site in a pace and manner that can be easily viewed by any interested member of the public. The sign will also include the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

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

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

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

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

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

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

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

(H) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

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

Implementation of Conditions of Approval AIR-1 would further reduce the project's construction period emissions, which would already have a less than significant impact.

Operational-Period Emissions

The Air District Guidelines Appendices provide a Mixed Land Use Screening Tool for Criteria Pollutants and Precursors that generate a conservative indication of whether implementing a proposed land use project could result in potentially significant criteria air pollutants and precursor impacts. Assuming land uses of 72 mid-rise apartments, 161 parking spaces in an enclosed parking structure (more than the proposed 125 parking spaces), and 99,000 square feet of general office building space, the Air District's screening tool indicates that the project will not result in operational criteria air pollutant emissions that would exceed the Air District's thresholds. Therefore, the project screens out from an operational criteria air pollutant emissions analysis and is presumed to have a less than significant operational-period impact.

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

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

As stated in the Air District 2022 CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

As discussed under checklist question a), the project size is below the Air District screening threshold for operational criteria air pollutant emissions, which conservatively means its operational emissions would not exceed the Air District's operational criteria air pollutant emissions thresholds. In addition, based on the project's computed construction criteria pollutant emissions (refer to Table 4.3-4), construction criteria pollutant impacts would also be below the Air District's emission thresholds. Because the project would have less than significant criteria pollutant impacts, it would not result in a cumulatively considerable contribution to any criteria pollutants for which the region is in non-attainment.**(Less than Significant Impact)**

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

Fugitive Dust

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The Air District's 2022 CEQA Air Quality Guidelines consider these

impacts to be less than significant if best management practices (BMPs) are implemented to reduce these emissions. The City requires all projects to implement the dust control measures identified in the Air District's CEQA Air Quality Guidelines as a condition of approval (refer to Condition of Approval AIR-1 above).

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

Community Health Risk Assessment

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

Project construction activity would generate dust and equipment exhaust that would affect nearby sensitive receptors. During project operation, the project would generate emissions associated with traffic consisting of mostly light-duty vehicles, as well as monthly testing of the diesel generator. Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions, as discussed below. There are also several sources of existing TACs and localized air pollutants in the vicinity of the project. The impact of the existing sources of TACs was also assessed in terms of the cumulative risk which includes the project's contribution.

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

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

Community Health Risk from Project Construction

The maximum cancer risk (i.e., the MEI) as a result of the project would be a child receptor located at the Safari Kids daycare located at 521 E. 5th Avenue. The next most affected receptor would be a resident located across S. Claremont Street. The $PM_{2.5}$ MEI would be a worker at the daycare. The locations of the MEIs and other sensitive receptors are shown in Figure 4.3-1 and Figure 4.3-2.

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



Source: Ramboll.

MODELED SENSITIVE RECEPTORS

FIGURE 4.3-1



Source: Ramboll.

MODELED POLLUTANT SOURCES AND MAXIMALLY EXPOSED INDIVIDUALS | FIGURE 4.3-2

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

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Construction			
Unmitigated	103 (daycare), 13 (resident)	0.68 (worker)	0.032 (worker)
Air District Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	**Yes**	**Yes**	No
Mitigated	9.2 (daycare), 1.3 (resident)	0.22	0.0028
Air District Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	No	No	No

As shown in Table 4.3-5, project construction would result in cancer risk and annual $PM_{2.5}$ health risk impacts exceeding the Air District's thresholds of significance if emissions are left uncontrolled. Project construction would not exceed the Hazard Index threshold of significance.

Impact AIR-1: Project construction would result in cancer risk and annual $PM_{2.5}$ health risk impacts at the offsite MEIs exceeding the Air District's thresholds of significance.

Mitigation Measures

MM AIR-1.1: Prior to issuance of a demolition permit, the applicant shall submit a construction management plan to the Planning Division that demonstrates that all construction equipment (cranes, forklifts, generator sets, and welders) used in project construction which shall be permitted to use Tier 4 diesel engines or better (e.g., natural gas generators or electric welders).

Prior to issuance of a demolition permit, the applicant shall also submit an emissions reduction plan to the Planning Division that details the equipment to be used during construction and be signed by a qualified air quality specialist, verifying that the equipment included in the plan meets the standards set forth in this measure (i.e., Tier 4 or better).

Alternatively, if use of Tier 4 equipment is not available, the applicant may propose use of equipment that meets U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices. Alternatively, the project may also use electrical or non-diesel fueled equipment. All construction

vehicles shall be properly maintained and equipped with exhaust mufflers that meet State standards.

The construction management plan and emissions reduction plan are subject to review and approval of the Community Development Director, or his/her designee.

As shown in Table 4.3-5, implementation of MM AIR-1.1 and Conditions of Approval AIR-1 would reduce the anticipated construction health risk impacts at the MEI below the Air District thresholds of significance for cancer risk and $PM_{2.5}$ by controlling the emissions generated by construction equipment. **(Less than Significant Impact with Mitigation Incorporated)**

Community Health Risk from Project Operation

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

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

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Operation	0.030 (daycare), 0.494 (resident)	0.0018	0.00036
BAAQMD Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	No	No	No

As shown in Table 4.3-6, the project's operational impacts at off-site MEIs would be below the Air District thresholds. Therefore, operation-related community health risk impacts would be less than significant.

Cumulative Community Health Risk Impacts

Cumulative TAC impacts are analyzed by combining the community risk impacts of the project and nearby sources of TACs within 1,000 feet of the project site. TAC sources include rail lines, highways, busy surface streets (>10,000 average daily trips or ADT), stationary sources identified by the Air District, and any foreseeable cumulative development projects identified by the City. Stationary sources identified in the project vicinity included three gas stations, two auto body shops, and a generator at a multi-family residential facility. Foreseeable cumulative development projects` included in the cumulative health risk analysis included the following projects:

- 435 E. 3rd Avenue
- 500 E. 3rd Avenue
- 222 E. 4th Avenue
- 616 B Street
- 477 9th Avenue

The cumulative community health risk impacts from project construction and operation and other cumulative sources at the MEIs are summarized in Table 4.3-7.

Table 4.3-7: Cumulative Community Risk Impacts at Off-Site MEI

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Stationary Sources	39	0.17	0.0003
Roadways	16	0.042	0.31
Railways	0.65	0.00024	0.00021
Foreseeable Future Stationary Sources	1.0	0.00087	0.0037
Project Construction + Operations (mitigated)	9.2	0.0028	0.22
Total	**66**	**0.21**	**0.54**
Air District Cumulative Threshold	**100**	**10**	**0.80**
Exceeds Threshold?	No	No	No

As shown in Table 4.3-7, the project would not exceed the Air District's cumulative health risk thresholds when combined with cumulative existing and foreseeable emissions sources. For these reasons, with implementation of MM AIR-1.1 and Conditions of Approval AIR-1, the project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact with Mitigation Incorporated)**

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

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable by adjacent receptors; however, the odors would be localized and temporary and would not substantially affect people off-site. The project does not propose any use that would be a significant source of odors. For these reasons, implementation of the proposed project would not result in significant long-term or short-term odor impacts, affecting a substantial number of people. **(Less than Significant Impact)**

4.3.4 Non-CEQA Effects

Per California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (2015) *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies that address existing air quality conditions affecting a proposed project.

Impacts of existing emissions sources on future onsite residents were considered during preparation of the Health Risk Assessment (see Appendix A). The maximum cancer risk at the on-site resident MEI would be 1.1 in a million, which is below the Air District cancer risk threshold of 10 in a million. The annual $PM_{2.5}$ exposure and Hazard Index risks for the on-site resident MEI would be the same or less than those shown for the off-site MEI in Table 4.3-6 and Table 4.3-7, which are below the Air District's thresholds. [19] On-site receptors would not be exposed to emissions from project construction and, therefore, project construction health risk impacts would not apply to future on-site receptors. On-site residents would be located farther from existing pollutant sources than the off-site MEIs because they would be located on the fourth floor or higher, whereas the off-site MEIs would be located on lower levels and close to emission sources such as vehicle traffic. For these reasons, on-site receptors would not be exposed to substantial pollutant concentrations or associated health risks.

[19] Rasmussen, Kylie, Senior Lead Air Quality Consultant at Ramboll. Personal Communication. March 18, 2026.

4.4 Biological Resources

The following discussion is based, in part, on a Tree Inventory Report prepared for the project by Kielty Arborist Services LLC, dated January 2023. A copy of this report is included in Appendix B.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

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

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

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. This includes direct and indirect acts, except for harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control

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

Fish and Game Code Section 1602

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

Local

San Mateo General Plan 2030

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

Policy	Description
C/OS 6.1	Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.
C/OS 6.2	Require significant replacement planting when the removal of heritage trees is permitted.
C/OS 6.3	Require the protection of heritage trees during construction activity; require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree.
C/OS 6.4	Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.
C/OS 6.6	Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan, El Camino Real Master Plan, or Hillsdale Station Area Plan, as applicable.
C/OS 6.7	Encourage the planting of new street trees throughout the City and especially in gateway areas such as Third Avenue, Fourth Avenue, El Camino Real (SR 82), Hillsdale Boulevard, and 42nd Avenue; encourage neighborhood participation in tree planting programs; explore non-City funded tree planting programs.
C/OS 6.8	Preserve existing street trees; ensure adequate siting, selection, and regular maintenance of City trees, including neighborhood participation, for the purpose of keeping the trees in a safe and aesthetic condition.

City of San Mateo Protected Tree Ordinance

The City of San Mateo tree regulations protect all trees designated as “Protected Trees” (SMMC Chapter 13.40), which are defined as any one of the following:

- Heritage Trees
    - Any Oak having a trunk diameter of 10 inches (circumference of 31.4 inches) or more measured at 4.5 feet (54 inches) above ground level.
    - Any tree of any species with a trunk diameter of 15 inches (circumference of 47.1 inches) or more, measured at 4.5 feet (54 inches) above ground level.

- Street Trees
    - Any tree of any size growing along or within the public right of way.

San Mateo Municipal Code Chapter 23.40 Site Development Code

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

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

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

San Mateo Municipal Code Chapter 27.71 Landscape for Planning Applications

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

4.4.1.2 *Existing Conditions*

As shown in Figure 3.1-3, the project site and surrounding area is fully developed with urban land uses including residential, commercial, and office uses. Vegetation in the project vicinity includes street trees and landscaping trees, shrubs, and plants.

Special Status Species

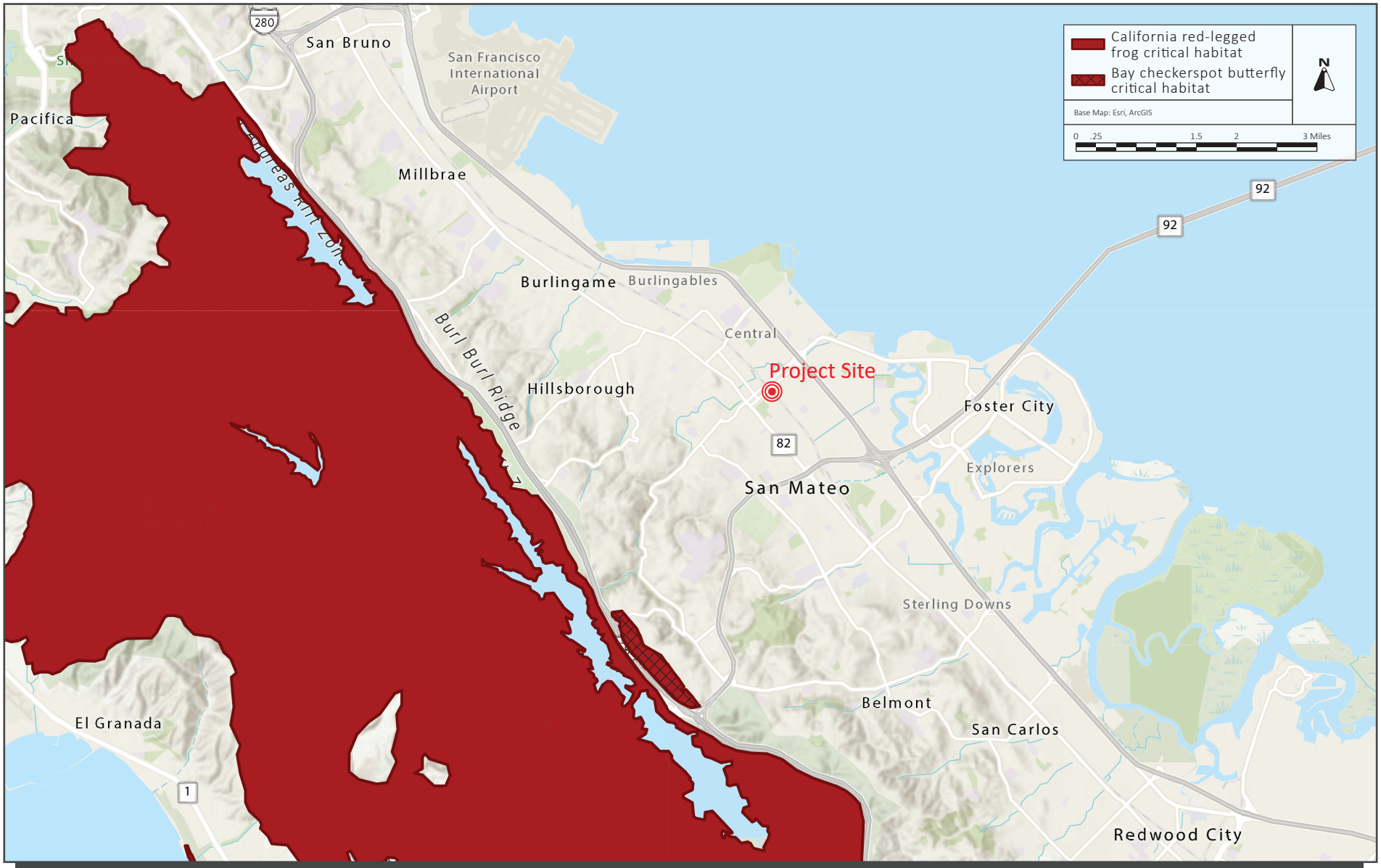
According to maps prepared by the US Fish and Wildlife Service (USFWS) Critical Habitat and the National Oceanic and Atmospheric Administration NOAA) Protected Resources Application, there

are no recognized critical species habitats within the project vicinity. [20], [21] The nearest habitats of special status species to the project site are the Green sturgeon (*Acipenser medirostris*) in the San Francisco Bay (approximate one mile to the northeast), the California red-legged frog (*Rana draytonii*) (approximately three miles to the southwest), and Bay checkerspot butterfly (approximately 3.5 miles to the southwest) in the Santa Cruz mountains. The USFWS and NOAA critical habitat ranges are shown in Figure 4.4-1 and Figure 4.4-2, respectively.

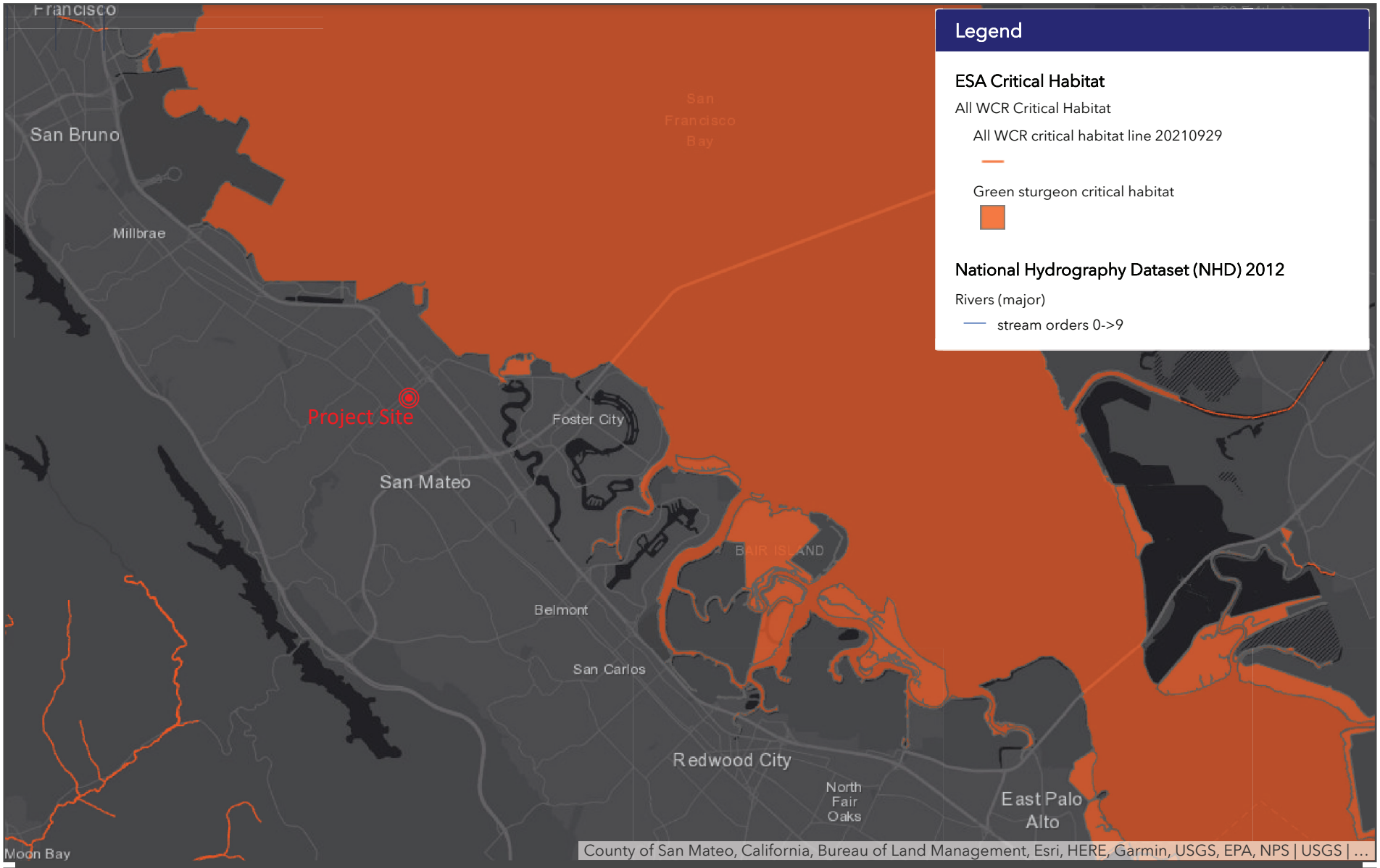
Trees

The project site contains 11 existing trees and there are 10 street trees located around the perimeter of the project site. The tree survey prepared for the project also included additional trees within the properties adjacent to the south, and street trees along E. 5th Avenue (trees numbers 15 through 22). The species of the existing trees, their protected status, and the proposed action on the trees are summarized in Table 4.4-1

[20] USFWS. Critical Habitat for Threatened & Endangered Species. Accessed March 4, 2026. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77.
[21] NOAA. Protected Resources App. Accessed March 4, 2026. https://www.fisheries.noaa.gov/resource/map/species-and-habitat-app



USFWS MAPPED CRITICAL HABITAT IN THE PROJECT REGION | FIGURE 4.4-1



NOAA MAPPED CRITICAL HABITAT IN THE PROJECT REGION | FIGURE 4.4-2

Table 4.4-1: Summary of Existing Trees

Tree Number	Species	Heritage Tree	Street Tree	Preserve (P) or Remove (R)
1	Carob (*Ceratonia siliqua*)	Y	N	R
2	Ginkgo (*Ginkgo biloba*)	N	Y	P
3	Mayten (*Mayten boaria*)	N	N	R
4	Hackberry (*Celtic occidentalis*)	N	Y	R
5	Hackberry	N	Y	R
6	Hackberry	N	Y	R
7	Hackberry	N	Y	R
8	Olive (*Olea europaea*)	N	N	R
9	Red Iron Bark (*Eucalyptus sideroxylon*)	Y	N	R
10	Red Iron Bark	N	N	R
11	Red Iron Bark	Y	N	R
12	Italian Cypress (*Cupressus sempervirens*)	N	N	R
13	Hackberry	N	N	R
14	Ginkgo	N	Y	P
15	Camellia (*Camellia japonica*)	N	N	P
16	Irish Yew (*Taxus baccata*)	N	N	P
17	Irish Yew	N	N	P
18	Camellia	N	N	P
19	Lemon (*Citrus limon*)	N	N	P
20	Cherry (*Prunus serrulata*)	N	N	P
21	London Plane (*Platanus x hispanica*)	Y	Y	P
22	London Plane	Y	Y	P
23	Photinia (*Photinia serrulata*)	N	N	R
24	Photinia	N	N	R
25	Australian Willow (*Geijera parviflora*)	Y	Y	R
26	Australian Willow	Y	Y	R
27	Australian Willow	N	Y	R
28	Australian Willow	Y	Y	R
	Total	**8**	**12**	**--**

4.4.2 Thresholds of Significance

The "take" of a listed species (defined in Section 4.4.1.1 Regulatory Framework) is considered a significant impact. For impacts to migratory nesting birds, any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment is considered a "taking" by the CDFW and is, therefore, a significant impact. Impacts to other biological resources, such as habitats, wetlands, and trees, are evaluated based on consistency with regulations and policies adopted by the City and relevant permitting agencies.

4.4.3 Impact Discussion

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

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

Special Status Species

As described in Section 4.4.1.2 Existing Conditions, the project site is in an urbanized area and is developed with a mix of commercial, office, and residential buildings. The nearest special status species habitat is located in the San Francisco Bay (Green sturgeon) and in the wooded hillsides west of I-280 (California red-legged frog). Due to the lack of suitable habitat for special status species and history of development on the project site and in the surrounding areas, special-status species are unlikely to occur on the site. Therefore, development of the proposed project would not have a substantial adverse effect on any special-status species.

Nesting Migratory Birds and Raptors

Although the presence of protected birds is unlikely, urban-adapted raptors or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the MBTA and CDFW Code (refer to Section 4.4.1.1 Regulatory Framework). The project proposes to remove a total of 18 trees from the site. Removal of the trees on-site could potentially lead to nest abandonment and/or loss of reproductive effort. Additionally, construction activity could disturb nesting in trees in the vicinity of the site. This is considered a "taking" by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would be considered a significant impact. The following measures are required to minimize impacts to nesting raptors and migratory birds.

Impact BIO-1: The project would result in tree removal and demolition, and construction activities would occur near remaining existing trees. Construction activities associated with the proposed project could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.

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

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

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

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

(B) Prior to each phase of demolition and construction, the ornithologist shall submit a report identifying designated buffer zones to the City's Planning Division subject to the satisfaction of the Director of Community Development, or his/her designee.

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

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

As previously discussed, the project site and the surrounding vicinity are urbanized. There are no adjacent riparian habitats or other sensitive natural communities. Therefore, the project would not have a substantial adverse effect on any riparian habitat or natural communities. **(No Impact)**

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

The project site and surrounding vicinity are urbanized and do not contain any wetlands. The project would not impact any state or federally protected wetlands. **(No Impact)**

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

Migratory movements of species typically occur via waterways and surrounding riparian habitat, or through contiguous parcels of undeveloped open space. As previously discussed, the project site and surrounding area is urbanized, and the nearest waterway is San Mateo Creek, which is located approximately 1,200 feet north of the site and is segregated from the project site by intervening development. Nesting birds and migratory raptors would be protected by the mitigation measure MM BIO-1.1 identified in Impact BIO-1. Therefore, the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. **(Less than Significant Impact with Mitigation Incorporated)**

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

As identified in Section 4.4.1.1 Regulatory Framework, the City's General Plan and SMMC include policies and ordinances that protect designated heritage and street trees (i.e., protected trees). There is a total of 28 trees on and adjacent to the project site, including 15 protected trees (i.e., trees that are either heritage-sized or are street trees). The project proposes to remove 18 existing trees, as identified in Table 4.4-1. The project would be required to obtain a Site Development Permit in accordance with SMMC Section 23.40, and either replace removed trees with equivalent trees in terms of land use value or pay landscape unit in-lieu fees in accordance with the City's Comprehensive Fee Schedule.

Condition of Approval BIO-1:

- The applicant shall obtain a Site Development Permit for tree removal from the Planning Division for removal of existing trees with a diameter of six inches or larger at 54 inches above grade. The Site Development Permit for tree removal shall authorize the applicant to replace on-site trees equivalent or greater than the Landscape Unit value of trees to be removed by planting on-site trees, paying a fee in lieu of planting trees at the rate established in the annual Comprehensive Fee Schedule, or a combination of both.

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

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

The City of San Mateo has not established a habitat conservation plan or a natural community conservation plan, nor is it located within the boundaries of an approved local, regional, or state habitat conservation plan. The proposed project would, therefore, not be in conflict with the implementation of any such plans. Accordingly, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

4.5 Cultural Resources

The following discussion is based upon a Historic Resources Evaluation Report prepared by Architecture + History, LLC dated January 2023, a CEQA Impacts Memo prepared by Page & Turnbull dated September 2024, and an Archaeological Literature Review prepared by Basin Research Associates dated September 2023. Copies of the Historic Resources Evaluation Report and CEQA Impacts Memo are included in Appendix C. A copy of the Archaeological Literature Review, which is a confidential report, is on file at the City of San Mateo Community Development Department and is available upon request with appropriate credentials.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

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

The NRHP is the nation's master inventory of historic resources that are considered significant at the national, state, or local level. Properties are evaluated using established criteria, which generally include being at least 50 years old, retaining historic integrity, and demonstrating significance through associations with important events or people, distinctive design or construction, artistic value, or the potential to provide important historical or prehistoric information.

California Register of Historical Resources

The guidelines for identifying historic resources during the project review process under CEQA are set forth in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5(a). These provisions of CEQA create three categories of historical resources: mandatory historical resources; presumptive historical resources; and resources that may be found historical at the discretion of the lead agency. These categories are described below.

- **Mandatory Historical Resources***.* A resource the State Historical Resources Commission lists on the CRHR, or the State Historical Resources Commission determines to be eligible for listing in the CRHR, is defined by CEQA to be a historical resource. Resources are formally listed or determined eligible for listing by the State Historical Resources Commission in

accordance with the procedures set forth in the provisions of state law relating to listing of historical resources.[22] If a resource has been listed in the CRHR, or formally determined to be eligible for listing by the State Historical Resources Commission under these procedures, it is conclusively presumed to be a historical resource under CEQA.

- **Presumptive Historical Resources**. A resource included in a local register of historic resources as defined by state law[23] or identified as significant in a historical resource survey meeting the requirements of state law,[24] shall be presumed to be historically or culturally significant. The lead agency must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- **Discretionary Historical Resources.** A resource that is not determined to be a significant historical resource under the criteria described above, may, in the discretion of the lead agency, be found to be a significant historical resource for purposes of CEQA, provided its determination is supported by substantial evidence in light of the whole record. The CEQA Guidelines further provide that generally, a lead agency should consider a resource historically significant if the resource is found to meet the criteria for listing on the CRHR, including the following:
    - Criterion 1 (Events): The resource is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the United States; or
    - Criterion 2 (Persons): The resource is associated with the lives of persons important to local, California, or national history; or
    - Criterion 3 (Architecture): The resource embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values, or
    - Criterion 4 (Information Potential): The resource has the potential to yield information important to the prehistory or history of the local area, California, or the nation.[25]

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

[22] Set forth in Public Resources Code Section 5024.1 and 14 California Code of Regulations (CCR) Section 4850, et. seq.
[23] Set forth in Public Resources Code Section 5020.1(k), a local register of historical resources is a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.
[24] Under Public Resources Code Section 5024.1(g), a resource can be identified as significant in a historical resources survey and found to be significant by the State Office of Historic Preservation (i.e., listed in the CRHR) if three criteria are met: (1) the survey has or will be included in the State Historic Resources Inventory; (2) the survey and documentation were prepared in accordance with State Office of Historic Preservation procedures and requirements; and (3) the State Office of Historic Preservation has determined the resource has a significance rating of Category 1 to 5 on Form 523.
[25] CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6. Accessed March 10, 2026. https://ohp.parks.ca.gov/pages/1054/files/ts06ca.pdf

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

California Native American Historical, Cultural, and Sacred Sites Act

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

Public Resources Code Sections 5097 and 5097.98

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

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

Local

San Mateo General Plan 2030

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

Policy	Description
C/OS 7.1	Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.
C/OS 8.1	Preserve, where feasible, historic buildings as follows: a. Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application.

b. Require the applicant to submit alternatives on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met.

c. Require that all exterior renovations of historic buildings conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.

d. Historic building shall mean buildings which are on or individually eligible for the National Register of Historic Places, California Register of Historical Resources, or Downtown Historic District contributor buildings as designated in the 1989 Historic Building Survey Report, or as determined to be eligible through documentation contained in a historic resources report.

San Mateo Municipal Code Chapter 27.66 Historic Preservation Ordinance

The City's Historic Preservation Ordinance requires public review and submittal of a Site Plan and Architectural Review planning application for any individually eligible building for the NRHP or the California Register of Historical Resources. Any modifications are evaluated for conformance with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures (SMMC Section 27.66.020[s]).

4.5.1.2 *Existing Conditions*

Archaeological Resources

Prehistoric Era

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

The *Official Archaeological Survey Map of the City of San Mateo, California* indicates that the project site is within a Low Sensitivity Zone for archaeological resources as the area was formerly located within a tidal marsh. No known Native American rancherias (villages) or use areas have been identified in or adjacent to the project site. The project site is south of the primary settlement of the Ssalso*n* tribelet of the Ramaytush subdivision of the Ohlone / Costanoan which included much of present-day San Mateo and San Francisco counties.

According to a review of archeological studies in the project vicinity and a field inventory conducted by BASIN Research Associates, no prehistoric and/or historic era archaeological sites or resources are present on or within 500 feet of the project site. One prehistoric site has been recorded within 1,000 feet of the project site. The project site is located within the former Rancho de las Pulgas,

which extends from San Mateo Creek to San Francisquito Creek in Palo Alto. None of the known rancho dwellings, other structures or features (e.g., mills, corrals, roads, etc.) were located on or adjacent to the project site. The 1983 Official Archaeological Survey Map of the City of San Mateo shows the project site within the Low Sensitivity Zone for prehistoric archaeological resources. No prehistoric archaeological discoveries have occurred within or adjacent to the project site since the 1983 map was prepared, therefore, the project site is still considered to have low sensitivity for prehistoric archaeological resources.

Historic Era

The project site has been developed with a mix of uses since before 1888.[26] Therefore, there is a moderate potential for pre-1888 and 19th century historic era archaeological features to exist within the block, particularly at the 411 S. Claremont Street address given the existing longstanding residential structure. Potential historic era archaeological features could include former foundations, trash features, and privy deposits.

Historic Resources

Juan Bautista de Anza National Historic Trail

In 1776, Colonel Juan Bautista de Anza and Father Pedro Font led an expedition of colonists from Monterey to present-day San Francisco and camped at the banks of San Mateo Creek in the present-day City of San Mateo. The Juan Batista de Anza National Historic Trail places their northward route along present-day El Camino Real. As mapped by the National Park Service (NPS), the project site is located along the trail corridor.

On-Site Buildings

The site consists of three parcels; 500 E. 5th Avenue, 524 E. 4th Avenue, and 411 S. Claremont Avenue. The parcel at 500 E 4th Avenue includes a Taco Bell Restaurant and surface parking, the parcel at 524 E. 4th Avenue includes a vacant gas station site, and the parcel at 411 S. Claremont Street includes a residence. Some of the existing buildings on and adjacent to the site are over 50 years old, thus, a Historical Resources Evaluation was conducted to determine the eligibility of each existing structure for listing as a historic resource.

The structures associated with the former gas station have been demolished, there are no existing structures at 524 E. 4th Avenue. The Taco Bell restaurant was constructed in 1977 and is not included in the NRHP,[27] CRHR,[28] or a local inventory of historic resources. The Taco Bell building does not represent a classic design and appears to have been altered from its original

[26] Architecture + History, LLC. *Historical Resources Evaluation Report [HRER] 4th and Delaware – Block 20, [City of] San Mateo, CA*. January 3, 2023.
[27] National Park Service. "NRHP National Register Database and Research." Accessed April 16, 2026. https://www.nps.gov/subjects/nationalregister/database-research.htm#table
[28] California State Parks. "California Historical Resources". Accessed April 16, 2026. https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=41

construction.[29] It also does not appear to be a significant Taco Bell location as it would have been one of hundreds of locations by the time it was built in 1977.[30] For these reasons, the City has determined in its discretion that the Taco Bell building is not a historic resource and does not require a historic evaluation.

While the older residential building at 411 S. Claremont Street dates to an early era of development within the original town limits of San Mateo, Architecture + History, LLC determined that it does not possess individual significance within that context and alterations over time to the structure have impacted its overall level of integrity.

NRHP/CRHR Evaluation

The buildings were evaluated for eligibility for individual listing against the significance criteria for the CRHR. Neither of the buildings appear to be eligible for the CRHR due to a lack of significance under all four criteria. As such, the properties do not appear to qualify as a historic resources under CEQA.

CRHR Criterion 1

Neither building at the subject property appears to have any association with historically significant events or patterns of events such that it would be eligible for the CRHR under Criterion 1.

CRHR Criterion 2

Research did not yield information linking either building to a historically important individual.

CRHR Criterion 3

The Taco Bell building does not embody the distinctive characteristics of any architectural style, type, period, or method of construction. It is not the work of a significant architect, nor does it possess high artistic values. As such, the building is not eligible for the CRHR under Criterion 3. The building at 411 S. Claremont Street is a vernacular residence that dates to an early era of development within San Mateo, however, it does not possess individual architectural significance and has lost its historic integrity due to alterations that have occurred over time. For these reasons, the 411 S. Claremont Street residence is also not eligible for the CRHR under Criterion 3.

CRHR Criterion 4

Archival research provided no indication that the properties have the potential to yield information important to the prehistory or history of the local area, California, or the nation. Therefore, it does not appear individually eligible for listing on the CRHR under Criterion 4.

[29] Dikas, Christina. Principal, Page & Turnbull. Personal Communication. March 31, 2026.
[30] Taco Bell. "Taco Bell History". Accessed April 16, 2026. https://www.tacobell.com/history

Off-Site Buildings

521 E. 5th Avenue

While the building at 521 E. 5th Avenue was constructed in 1965, it has since undergone remodeling that has included re-cladding the exterior in smooth stucco and a rustic stone veneer. The building has substantially been altered from its original appearance and thus, is not eligible for listing as a historic resource.

415 S. Claremont Street

The building at 415 S. Claremont is a two-story residential building in the Gothic Revival style that has served as the Japanese American Community Center since the early 1980s. The 415 S. Claremont building is characterized by horizontal wood siding, a side gabled roof with a central dormer, a covered porch, and a stone wall with decorative metal fencing (see Photo 1 in Section 4.1 Aesthetics). While it lacks decorative detailing sometimes seen on Gothic Revival houses, its roof shape and cross gabled dormer are emblematic of the simple Gothic Revival houses common to California.

The building appears to have originally been located at 503 E. 5th Avenue, just to the south on the same parcel. The earlier documented occupants were the Walker family from at least 1910 to 1912. David Walker was an immigrant from Scotland and a plumber, renting the housing and living with his wife, brother-in-law, and grandmother. From 1912 to 1930 the Wood family occupied the house. William Wood was a janitor for the City's schools. He and his wife, Mary, owned the property and took in lodgers to supplement their income. From 1931 to 1932 Joseph, a laborer, and Angelina Catucci resided in the residence while it was still located at 503 E. 5th Avenue. From approximately 1932 until the mid-1960s it was home to the Rodolari family (discussed in more detail under the discussion of the 503 E. 5th Avenue building), who moved the house on the parcel and built the existing one-story commercial building at the corner. Starting in the mid-1960s the house became a rental property with a series of tenants.

Around 1966, the San Mateo Gardener's Association purchased the parcel. The organization rented the residential building for income and used the commercial building at 503 E. 5th Avenue as their Gardener's Hall. In 1984, the residential building became the Japanese American Community Center, which was affiliated with the Japanese Americans Citizens League.

503 E. 5th Avenue

The 503 E. 5th Avenue building is a one-story, wood-frame commercial building in the Spanish Revival style that is now used by the San Mateo Gardener's Association. The building is characterized by its textured stucco-clad exterior, a flat roof with a decorative hipped parapet sheathed in red tiles, and clerestory windows (see Photo 2 in Section 4.1 Aesthetics). The building has had two occupants. First, Rodolari's Market, which first occupied the building from its construction in 1932 until approximately 1966-1967. Second, the San Mateo Gardener's Association has occupied the building from the late 1960s until very recently.

As Rodolari's Market, the building was one of several markets in the residential areas surrounding downtown. Rodolari's Market, owned by Sagredo Rodolari, was an important center for the Italian American community in San Mateo. The Italian community has a long history in San Mateo and San Mateo County, with nearly 600 Italians living in San Mateo by 1890 and close to 3,500 by 1920. Sagredo Rodolari was born in Italy in 1888 and immigrated to the United States by at least 1920 when he married Mary Caiola in New York, New York. While it is unclear when Rodolari moved to California, he was an active member in the community and one of the founding members and president of the San Mateo Family Social Club in 1939, which appears to have been heavily populated with other members of the Italian community in San Mateo.

The San Mateo Gardener's Association was formed in 1947, just after World War II as a labor association with approximately 200 gardeners, many of whom were of Japanese descent. In February 1942, President Franklin D. Roosevelt signed Executive Order 9066, authorizing the relocation and detention of nearly 120,000 Japanese Americans. Japanese families in San Mateo were relocated first to Tanforan then to sites further away such as the one at Topaz, Utah. After the war, many returned to San Mateo to rebuild their lives. The Gardener's Association consisted of many former farmers who after World War II became gardeners on private estates surrounding San Mateo. As part of their civic engagement during the post war era, Japanese Americans became actively involved in the creation of Japanese style public gardens which were seen as an expression of a valued heritage, while at the same time providing an expression of commitment to their American communities. In San Mateo, the idea of a public Japanese style garden began to take shape in the mid-1950s when a group of Japanese gardeners offered to create a small garden at City Hall. However, this garden was never built due to a lack of available space at the site. Then in 1963, San Mateo entered into a sister city agreement with Toyonaka, Japan, and a garden to honor this alliance was proposed for San Mateo's Central Park. The San Mateo Japanese Garden Koen-Kai, made up of local professional landscape designers and gardeners from the San Mateo Gardener's Association, was formed to raise funds and to oversee the project. Ultimately, this group raised approximately $12,000 for the project, and members of the organization contributed 6,000 hours of labor to construct the garden. The garden, designed by Nagao Sakurai, was dedicated on August 28, 1966, before a large crowd.

NRHP/CRHR Evaluation

The buildings were evaluated for eligibility for individual listing against the significance criteria for the CRHR. Both buildings appear to be eligible for the CRHR under Criterion 1 and 3, as discussed further below. As such, the properties qualify as historic resources under CEQA.

CRHR Criterion 1

The building at 415 S. Claremont Street represents the early residential development of the area east of Downtown San Mateo and is within the original town limits and reflective of the type of development that occurred early in the town's history. Further, the building is associated with Italian immigrants in San Mateo before World War II, specifically the Rodolari family, who were the

long-time operators of the adjacent market. The Rodolari family was very active in their community, and their family represents the immigration patterns and commercial success of early twentieth century Italian immigrants within San Mateo's history. The market building at 503 E. 5th Avenue is representative of the success of this important immigrant group and family. Further, the family resided on the property at the house they relocated to accommodate a larger market building. Additionally, the buildings later became affiliated with the local Japanese community. In 1969, the San Mateo Gardener's Association, an important Japanese-American labor group purchased the property, using the former Rodolari Market as their Gardener's Hall and by the early 1980s the Japanese-American Community Center was using the 415 S. Claremont Street building as a community gathering space. Therefore, these two buildings are eligible for the CRHR as related resources under Criterion 1, Broad Patterns of History, for their associations with both the Italian-American and Japanese-American communities in San Mateo.

CRHR Criterion 2

Sagrado Rodolari, the single individual most associated with the two properties, was an active member of the Italian-American community. However, his association with the property does not rise to a level of significance to justify individual eligibility under Criterion 2, Important Persons.

CRHR Criterion 3

The building at 503 E. 5th Avenue is an excellent example of a 1930s one-story wood-frame commercial building in the Spanish Revival style. The residential building at 415 S. Claremont is a good example of the Gothic Revival style, including its front facing cross gable dormer. Both buildings retain historic integrity. While there have been some material changes to both buildings, they maintain their overall shape, design, and primary features of the Spanish Revival and Gothic Revival styles, respectively. Therefore, these two buildings appear to be individually eligible for the CRHR under Criterion 3: Architecture as Unique Design/Construction as unique types of residential and commercial buildings in San Mateo.

CRHR Criterion 4

The buildings were not evaluated by Architecture + History, LLC under Criterion 4, Information Potential. It is not known whether either building is eligible for the CRHR under Criterion 4. However, the buildings' eligibility for the CRHR under Criteria 1 and 3 qualify them as significant historic resources under CEQA.

Character-Defining Features

Character-defining features of 415 S. Claremont Street include the following:

- Location and relationship to the commercial building at 503 East 5th Avenue
- Wood frame construction
- Front facing gabled dormer and location of window in dormer

- Pitch of main gable
- Horizontal channel wood siding
- Centered entry at west façade
- Wood paneled door with transom above
- Location of windows at west façade
- Four-over-four configuration of double-hung wood windows
- Front porch spanning entire west façade
- Stone wall and decorative metal fencing with metal gate centered on the entry and another metal gate at the driveway along North Claremont
- Brick chimney

Character-defining features of 503 E. 5th Avenue include the following:

- Location and relationship to the house at 415 South Claremont Street
- Situated at a corner location for commercial visibility
- Wood frame construction
- Textured stucco finish
- Tall, one-story massing
- Flat roof
- Decorative, overhanging red tile roof parapet with brackets at south and west facades
- Centered entry at 5th Avenue façade
- 5th Avenue façade ribbon transom with hopper windows
- Decorative vertical wood spindles at transom
- Arched, west facade clerestory windows to allow for interior shelving
- Square east façade clerestory windows to allow for interior shelving

4.5.2 Thresholds of Significance

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

- "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources; or
- "demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in an

historical resources survey..., unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

- "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA." (Guidelines Section 15064.5(b))

The Secretary of the Interior's Standards for the Treatment of Historic Properties (the SOI Standards) provide guidance for reviewing proposed work on historic properties inclusive of new construction proposed as part of a project. Projects that comply with the SOI Standards are presumed to have a less than significant impact on a historic resource. Standards 1, 2, 3, 4, 5, 6, and 7 pertain to physical work proposed on a historic building and Standard 8 pertains to archaeological resources. Therefore, these standards are not discussed further in this analysis because the project does not propose physical work on the 415 S. Claremont Street and 503 E. 5th Avenue buildings. Impacts to archaeological resources are discussed in Checklist Question b), below. SOI Standards 9 and 10 apply to the project because they focus on designing "related new construction" that will not negatively affect the integrity of a historic building.

SOI Standard 9

> **Rehabilitation Standard 9:** New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

SOI Standard 10

> **Rehabilitation Standard 10:** New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

4.5.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐

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

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

Juan Bautista de Anza National Historic Trail

As previously discussed, the project site is located along the Juan Bautista de Anza National Historic Trail corridor as mapped by NPS. No Hispanic era features associated with the trail have been identified in or adjacent to the project site. Therefore, the project would have no effect on the value of the Juan Bautista de Anza National Historic Trail as a historic resource.

On-Site Buildings

As previously discussed, the on-site structures have been determined ineligible for listing as historic resources. The project would not demolish or remove any historic resources.

Off-Site Buildings

As previously discussed, the two buildings at 415 S. Claremont Street and 503 E. 3rd Avenue are eligible for listing on the CRHR as historic resources and, therefore, are considered significant historic resources by the City (General Plan Policy C/OS 8.1) and under CEQA. The project would not demolish or remove either of these resources. However, given its proximity to these resources, the project would alter the immediate surrounding and would have the potential to affect the buildings during construction.

Construction Impacts

As discussed further in Section 4.13 Noise, construction of the proposed project would result in vibration levels that may cause cosmetic damage to the historic building at 415 S. Claremont Street. However, implementation of MM NOI-2.1 would reduce the vibration activities during construction by limiting the use of heavy vibration-generating equipment and requiring alternative approaches to ground-disturbing activities. Where vibration levels nonetheless result in cosmetic damage to buildings, additional measures would be implemented to restore receiving buildings to preconstruction conditions, if required. Construction of the proposed project would not have a

substantial adverse effect on the character-defining features of the two historic buildings at 415 S. Claremont Street and 503 E. 3rd Avenue.

Operational Impacts

SOI Standard 9

The project would not destroy any historic materials or features of the existing buildings. The character-defining features and locations of both buildings would be retained. The proposed building would be located on the adjacent parcel to the north and east of 415 S. Claremont Street and would not alter the spatial relationship between the two historic buildings. As shown in Figure 4.5-1, the proposed building would avoid blocking the primary views of the historic buildings from S. Claremont Street and E. 5th Avenue. The proposed building would be contemporary in design and clearly differentiated from the historic buildings. Given the difference in scale between the proposed seven-story mixed-use building and the one to two story historic buildings, the project would result in some visual changes to the historic site's setting immediately to the north and northeast. The difference in proportions and massing would be alleviated to an extent through the proposed variations in setbacks, projecting bays, and recessed bays of the mixed-use building.

The project would result in visual changes to the setting immediately to the north and northeast of the historic buildings, however, the urban context surrounding the resources has already been altered with modern development. Other existing buildings that would be demolished, with the exception of 411 S. Claremont Street, are later-construction and post-date the resources' period of significance. Removal of the residence at 411 S. Claremont Street would affect the historic buildings' integrity of setting but would not affect the overall integrity of or eligibility of the buildings because the urban setting has already changed and the integrity of the resources relies on other aspects such as the buildings' location, design, workmanship, materials, feeling, and association. For these reasons, the project is consistent with SOI Standard 9.

SOI Standard 10

The proposed mixed-use building would be freestanding and located on an adjacent, separate parcel from the historic buildings. The proposed building would be designed to be recognizable as contemporary new construction distinct and separate from the historic buildings. The proposed building would not impact the essential form or integrity of the historic buildings or their features. If the proposed mixed-use building was removed in the future, the historic buildings would retain their essential form and integrity. For these reasons, the project is consistent with SOI Standard 10.

The project is consistent with SOI Standards 9 and 10, the only SOI Standards applicable to the project. Therefore, the project would cause a substantial adverse change in the significance of the existing historic buildings adjacent to the project site. **(Less than Significant Impact)**



Source: ARC TEC, Inc., February 25, 2025.

RENDERING OF PROJECT WITH EXISTING HISTORIC BUILDINGS | FIGURE 4.5-1

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

As previously described, no archaeological sites have been recorded within 500 feet of the project site, and one site has been recorded within 1,000 feet of the site. As previously discussed Section 4.5.1.2 Existing Conditions, the project site has been determined to have a low sensitivity to prehistoric archaeological resources due to a lack of recorded prehistoric sites in the vicinity and a moderate sensitivity to historic era archaeological resources due to the history of development on the site dating back to before 1888.[31] Although the project site has previously been extensively disturbed by past development and demolition activities, construction of the proposed project has the potential to encounter and damage or destroy undiscovered subsurface archaeological resources, if present, during ground-disturbing activities.

Impact CUL-1: Ground-disturbing construction activities could encounter and damage or destroy undiscovered subsurface archaeological resources.

Mitigation Measures

MM CUL-1.1: Prior to the issuance of any grading permit or building permit involving excavation, shoring, foundation, or the superstructure, the project applicant shall hire a qualified Professional Archaeologist to develop a Worker's Environmental Awareness Program (WEAP) to train the construction crew on the legal requirements for the treatment of cultural resources as well as procedures to follow in the event of a cultural resources discovery. The archaeologist shall develop and distribute for job site posting an alert sheet summarizing potential finds that could be exposed and the protocols to be followed as well as points of contact to alert in the event of a discovery. This training program shall be given before ground-disturbing work commences and shall be required for all construction personnel participating in ground disturbing activities.

MM CUL-1.2: The applicant shall note on all construction plans that require ground disturbing activities that there is a potential for exposing buried cultural resources including prehistoric Native American burials.

MM CUL-1.3: If any prehistoric or significant historic period cultural materials are exposed during construction grading and/or excavation whether on-site or off-site, the applicant shall halt all construction activities within 50 feet of the find, and the Professional Archaeologist shall provide identification, evaluation,

[31] Basin Research Associates. Archaeological and Native American Heritage Commission Sacred Lands File Review In Support of Environmental Clearance for Proposed Development – Block 20 Project City of San Mateo, San Mateo County. September 14, 2022.

and further recommendations consistent with CEQA and City of San Mateo requirements.

If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource under CEQA, the applicant shall notify the Community Development Director, or his/her designee, and provide avoidance, preservation in-place, recordation, additional archaeological testing and data recovery measures to reduce impacts to a less than significant level. The applicant shall also complete a formal Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) that includes data recovery if significant archaeological deposits are exposed during ground disturbing construction. The applicant shall submit the AMP and/or ATP to the City's Planning Division subject to the satisfaction of the Community Development Director, or his/her designee. Development and implementation of the AMP and ATP and treatment of significant cultural resources will be determined by the applicant in consultation with the California Office of Historic Preservation and the City of San Mateo.

Condition of Approval CUL-1:

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

> In the event of the discovery of archaeological resources whether on-site or in the public right-of-way, the applicant shall halt all construction activities, notify the Planning Manager and/or Project Planner, and retain a qualified archaeologist. The archaeologist shall evaluate the uniqueness of the find, contact local Native American and Historical organizations for proposed recommendations for continuing construction, and submit a summary of findings to the Project Planner. The applicant shall incorporate the recommendations of the local Native American and Historical organizations when continuing construction.

With adherence to the above condition of approval, and with the implementation of MM CUL-1.1 through MM CUL-1.3, impacts to undiscovered archaeological resources, if encountered for the proposed project would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

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

Undocumented human graves are most often associated with prehistoric occupation sites. As previously discussed, no known prehistoric sites have been recorded within 500 feet of the project site, and the site is considered to have low sensitivity to prehistoric archaeological resources.

However, the potential for human remains, including Native American remains, to exist on-site cannot be ruled out. Ground-disturbing activities during project construction could encounter human remains.

Impact CUL-2: Ground-disturbing construction activities could encounter and damage or destroy undiscovered buried human remains.

Mitigation Measures

MM CUL-2.1: In the event that human remains are discovered during excavation and/or grading whether on-site or within the public right-of-way, the applicant shall halt all activity within a 50-foot radius of the find and notify the Community Development Director, or his/her designee. The applicant shall also immediately notify San Mateo County Coroner to have a determination made as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. Treatment of human remains and any associated or unassociated funerary objects discovered during any soil-disturbing activity within the project site shall comply with applicable State laws (i.e., Native American burials, Chapter 1492, Section 7050.5 to the Health and Safety Code, Sections 5097.94, 5097.98 and 5097.99 of the Public Resources Code). If the remains are determined to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC) immediately. Once the NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.

Implementation of MM CUL-2.1 would ensure that any human remains encountered during project construction are subject to timely identification, analysis, and documentation in accordance with state and local laws. Thus, any disturbance to human remains caused by the project would be mitigated to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

4.6 Energy

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

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

Renewables Portfolio Standard Program

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

Executive Order B-55-18 and Assembly Bill 1279

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

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

California Building Standards Code

The California Building Standards Code (CBSC) is Title 24 of the California Code of Regulations. The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and

was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is overseen by the California Energy Commission (CEC) and includes design requirements to conserve energy in new residential and non-residential developments. The California Energy Code is enforced and verified by cities during the planning and building permit process. Title 24, Part 11 of the CBSC, also known as CALGreen, establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Title 24 is updated approximately every three years.[32, 33] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[34]

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars II program in 2022 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2026 through 2035. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[35]

Local

San Mateo General Plan 2030

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

Policy	Description
C 6.6	Expand the use of alternative- and clean-fuel vehicles to reduce fuel consumption and vehicle emissions for trips originating in or destined for the City of San Mateo by providing incentives for the purchase and use of fuel efficient vehicles such as recharging stations for electric vehicles or preferential parking for carpools, hybrids and alternative fuel vehicles and develop a way to make this action enforceable and by providing discounted parking rates for carpools, hybrids and other vehicles that help reduce CO_2 emissions.

[32] California Building Standards Commission. "California Building Standards Code." Accessed March 19, 2026. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[33] After passage of Assembly Bill 130, the residential building code is frozen until June 2031. This does not apply to nonresidential codes.
[34] California Energy Commission (CEC). "2022 Building Energy Efficiency Standards." Accessed March 19, 2026. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency.
[35] California Air Resources Board. "Advanced Clean Cars II." Accessed March 19, 2026. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii

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

City of San Mateo Climate Action Plan

The City adopted an updated community-wide Climate Action Plan (CAP) in April 2020, which was updated in March 2024. The City's CAP updates and consolidated the various City's GHG reduction efforts based on the vision of San Mateo residents, businesses, and local government. The CAP includes the following measures for increased energy efficiency:

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

San Mateo Municipal Code Chapter 23.24 Energy Code

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

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,014 trillion British thermal units (Btu) in the year 2023, the most recent year for which this data was available. [36] Out of the 50 states, California is ranked third in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 15 percent (890 trillion Btu) for residential uses, 13 percent (781 trillion Btu) for commercial uses, 22 percent (1,313 trillion Btu) for industrial uses, and 50 percent (3,030 trillion Btu) for transportation. [37] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in San Mateo County in 2024 was consumed primarily by the non-residential sector (62 percent), with the residential sector consuming 38 percent. In 2024, a total of approximately 4,261 GWh of electricity was consumed in San Mateo County. [38]

[36] United States Energy Information Administration. "California State Energy Profile." Accessed March 19, 2026. https://www.eia.gov/state/print.php?sid=CA.
[37] Ibid.
[38] California Energy Commission. "Electricity Consumption." Accessed March 19, 2026. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dashboards-0.

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the PCE service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources. [39,]

Natural Gas

PG&E provides natural gas services within the City of San Mateo. In 2022, California's natural gas supply came from a combination of in-state production and imported supplies from other western states and Canada.[29] In 2021 residential and commercial customers in California used 33 percent of the state's natural gas, power plants used 0.01 percent, the industrial sector used 33 percent.[30] In 2021, San Mateo County used 1.2 percent of the state's total consumption of natural gas.[31] San Mateo County used 87 million therms (870,000,0000 kBtu) compared to the statewide consumption of 7,327 million therms (732,700,000,000 kBtu).[32]

Fuel for Motor Vehicles

In 2025, California produced approximately 94 million barrels of crude oil and 13.3 billion gallons of gasoline were sold in California. [40, 41] The average fuel economy for new light-duty vehicles (motorcycles, cars, and light trucks/vans) in the United States has steadily increased from about 13 miles per gallon (mpg) in the mid-1970s to 27.2 mpg in 2024. [42] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026. [43, 44]

[39] Peninsula Clean Energy. "Power Content Label." Accessed March 19, 2026. https://www.peninsulacleanenergy.com/about-us/power-sources-pcl/.

[40] U.S. Energy Information Administration. "Petroleum & Other Liquids, California Field Production of Crude Oil." Accessed March 19, 2026. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpca1&f=a

[41] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed March 19 ,2026. https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm.

[42] United States Environmental Protection Agency. "The 2025 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." February 2026. Accessed March 19, 2026. https://www.epa.gov/automotive-trends.

[43] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed March 19, 2026. http://www.afdc.energy.gov/laws/eisa.

[44] United States Department of Transportation. USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed March 19, 2026. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026.

4.6.2 Thresholds of Significance

No quantitative thresholds of significance for energy impacts have been adopted by the City of San Mateo or other responsible agencies.

4.6.3 Impact Discussion

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

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

Energy is consumed during the construction and operational phases of the project. The construction phase would require energy for the actual manufacture and transportation of building materials, preparation of the site (e.g., demolition, soil off-haul, and grading), and the actual construction of the project. Energy consumption during the construction phase would be temporary in nature and relatively small in magnitude in relation to project operational energy consumption which would occur over the project lifespan. Adherence to existing regulations and programs would reduce energy loss resulting from the disposal of construction and demolition materials through diversion and recycling.

Operation of the proposed project would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy would also be consumed during each vehicle trip associated with the project. Consistent with Reduction Measure BE-1 of the City CAP, the project would operate on 100-percent electric power and would not use any natural gas. Table 4.6-1 shows the estimated annual energy use of the proposed development by land use during operation.

Table 4.6-1: Estimated Operational Energy Use of Proposed Development

Land Use	Electricity Use (kWh/yr)	Gasoline (gal/yr.)[1]	Diesel (gal/yr)
Project Total	4,054,822	144,434	438[2]
Existing Total	85,280	81,490	--
Net Change in Energy Consumption	3,969,542	62,944	438

Source: ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, Block 20 Project.* September 2024.

[1] Gasoline use calculated based on forecasted annual VMT in CalEEMod divided by average U.S. fuel economy. Per the 2025 EPA Automotive Trends Report, the average U.S. Fuel Economy is 27.2 mpg for light-duty vehicles. Refer to Appendix E for the VMT/year for each land use type.

[2]Diesel fuel consumption conservatively based on a rate of 35.6 gallons/hour at 100 percent load as noted in the spec sheet of the generator proposed for use. A monthly one-hour test of the generator is assumed.

As shown in Table 4.6-1, operation of the project would increase consumption of electricity by approximately 3,969,542 kWh (or 3.97 GWh) per year. Electricity consumed by the project would be equivalent to approximately 0.09 percent of the Countywide electricity use.[45] The project would result in an insignificant increase in gasoline consumption in comparison with the 15.4 billion gallons of gasoline consumed per year in California. Approximately 438 gallons of diesel would be consumed per year for monthly testing of the proposed backup generator. More diesel fuel may be consumed in emergency events when power is out. However, the proposed diesel consumption would be relatively small and would be necessary for emergency purposes. Therefore, project-related energy consumption is less than significant in comparison with state and county consumption of electricity, natural gas, and gasoline, and the project would not result in wasteful, inefficient, or unnecessary consumption or wasteful use of energy resources. **(Less than Significant Impact)**

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

The City of San Mateo CAP contains GHG reduction measures which focus on increasing renewable energy production and improving energy efficiency. In accordance with Title 24 the project would be required to provide a photovoltaic system for its residential uses and for its non-residential uses. GHG Reduction Measures RE-2 and R-3 would be satisfied by including the rooftop solar photovoltaic system. Compliance with this measure, in addition to Title 24 of the California Code, would ensure that the project provides opportunities for on-site renewable energy generation and has a high overall operational energy efficiency. Additionally, the project would use 100 percent electrical energy and no natural gas, consistent with Reduction Measure BE-1. Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

[45] 3.97 GWh project consumption ÷ 4,261 GWh County consumption (2024) x 100 = 0.093%

4.7 Geology and Soils

The following discussion is based, in part, on a Geotechnical Investigation prepared for the project by Cornerstone Earth Group, Inc., dated September 2022. A copy of this report is included in Appendix D.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to geology and soils that are applicable to this project.

State

Alquist-Priolo Earthquake Fault Zoning Act

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

Seismic Hazards Mapping Act

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

California Building Standards Code

The CBSC prescribes standards for constructing safe buildings. Part 2 of the CBSC contains the California Building Code (CBC), which contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures,

ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

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

Public Resources Code Section 5097.5

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

Local

San Mateo General Plan 2030

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

Policy	Description
S 1.1	Require site specific geotechnical and engineering studies, subject to the review and approval of the City Engineer and Building Official, for development proposed on sites identified in Figure S-2 as having moderate or high potential for ground failure. Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties.
S 1.3	Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15% or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.

San Mateo Municipal Code Chapter 23.40 Site Development Code

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

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

4.7.1.2 *Existing Conditions*

On-Site Geological Conditions

Soils

The surface of the project site largely consists of asphalt concrete in the commercial lots with some portions covered in cement concrete. The residential lots generally have cement concrete driveway areas and some bare ground in the yard/landscaped areas. The site is generally level with the existing streets and sidewalks. Surface pavements generally consist of two to three inches of asphalt concrete over two to four inches of aggregate base. Below the surface pavements, soils consist of undocumented fill underlain by interbedded native alluvial soils.

The undocumented fill generally exists on-site at depths of approximately 3.5 to 12 feet below ground surface (bgs), and at depths of up to 22 feet in the vicinity of the former underground storage tanks (USTs) associated with the former gas station. The fill consists of very stiff sandy lean clay and loose to medium dense silty to clayey sand with gravel. Below the undocumented fills, the native alluvial soils generally consist of interbedded very stiff to hard sandy lean clay to lean clay with sand, medium dense to dense silty to clayey sand with gravel, and dense well graded sand to a depth of approximately 22 feet bgs. Below a depth of 22 feet, the soils consist of very stiff to hard sandy lean clay to lean clay to depths of approximately 26.5 to 34 feet, underlain by dense to very dense clayey to well graded sand with gravel approximately 32 to 46 feet bgs. At further depths, the soil consists of interbedded hard sandy lean clay to lean clay with sand and dense to very dense clayey sands to the maximum depth explored approximately 80 feet bgs.

Plasticity/Expansion Potential

Two Plasticity Index (PI) tests were performed on representative samples. Test results were used to evaluate expansion potential of subsurface soils. The results of the surficial PI test indicated a PI of 19 while the result of the PI test at a depth of 26 feet indicated a 22, indicating a moderate expansion potential to wetting and drying cycles at the surface and at the mat bottom.

Groundwater

Groundwater was encountered at depths ranging from 30 to 31 feet bgs in two borings on-site and from 19 to 20 feet bgs in two other borings. Previous groundwater monitoring wells measured groundwater as high as 10 feet bgs at 402 S. Delaware Street and at 9.5 feet bgs across the street at

407 S. Delaware Street. Fluctuations in groundwater levels occur due to many factors including seasonal fluctuation, underground drainage patterns, regional fluctuations, and other factors. Based on this information, Cornerstone Earth Group, Inc. recommended a design groundwater depth of eight feet be assumed for the project.

Geologic Hazards

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

Seismicity and Fault Rupture

The project site is located within the seismically active San Francisco Bay Area region. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher. Major active faults in the area include the San Andreas fault (approximately 3.4 miles to the west), the San Gregorio (approximately 10.4 miles to the southwest), and the Hayward (approximately 15 miles to the east). The site is not located within a State-designated Alquist Priolo Earthquake Fault Zone. No known fault traces are known to cross the site; therefore, fault rupture is not a significant hazard at the site. A map of fault lines in the project region is shown in Figure 4.7-1.

Liquefaction

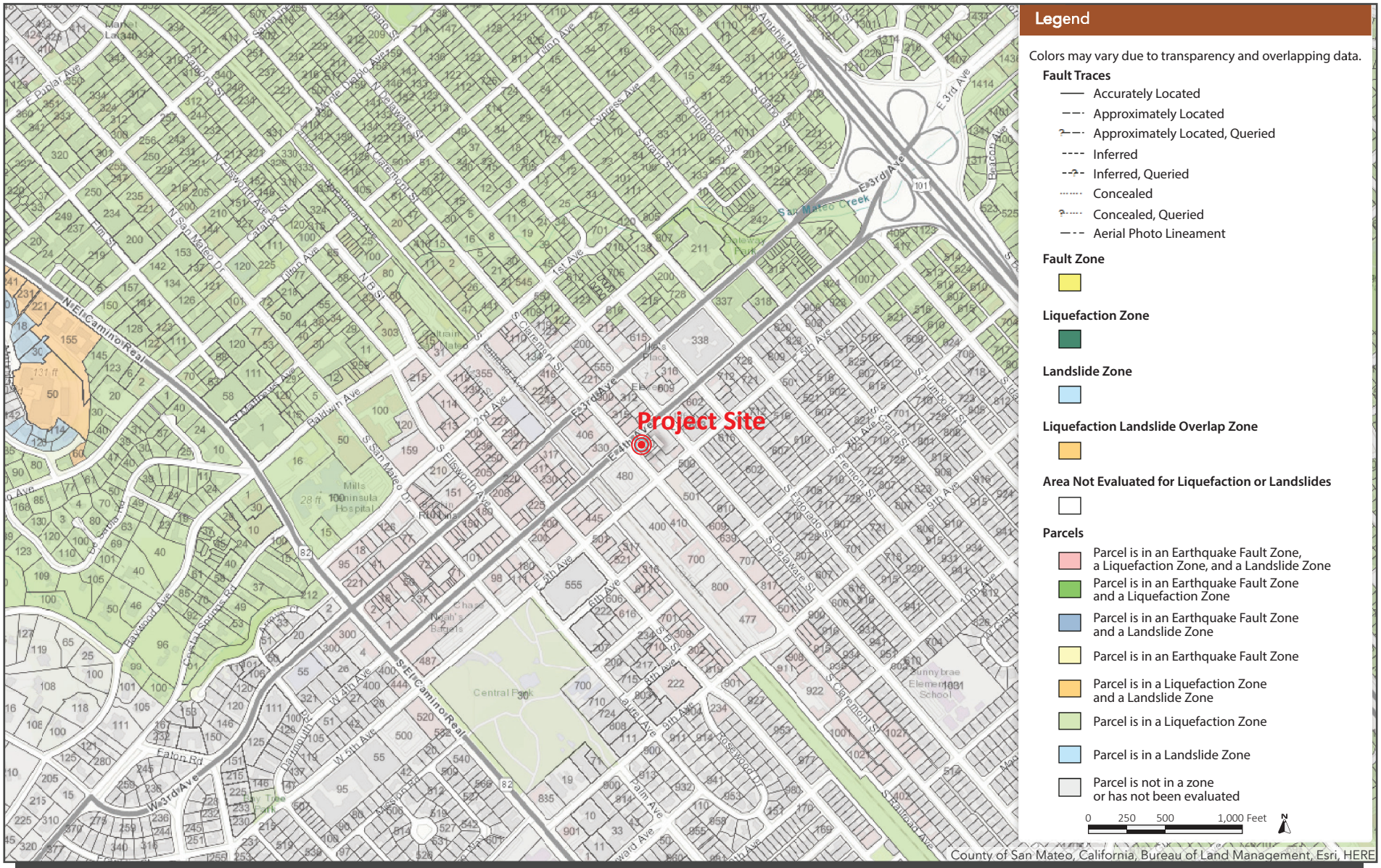
The site is not located within a State-designated Liquefaction Hazard Zone (see Figure 4.7-2). Liquefaction is triggered during strong seismic shaking when cyclically induced stress cause pore pressures within the soil matrix, which can lead to soil softening, ground deformation, and failures in sloping ground or where open faces are present (lateral spreading). Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt. As previously discussed, soils on-site primarily consist of stiff to hard clays and medium dense to dense sands. Testing of on-site samples indicated that the potential for liquefaction settlement on-site is low.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water. Lateral spreading is typically associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The San Mateo Creek, the nearest free face to the project, is approximately a quarter-mile north of the site. However, due to the low potential for liquefaction to occur on-site, the potential for lateral spreading is also low.



FAULT LINES MAP | FIGURE 4.7-1



GEOLOGIC HAZARDS MAP

FIGURE 4.7-2

Landslides

The project site is not located within a State-designated Landslide Zone (see Figure 4.7-2).[46] The project site and the surrounding vicinity are flat. There are no significant hills, slopes, or mountains located in the surrounding area. The nearest State-designated Landslide Zone is located approximately 0.7 miles to the northwest of the project site.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments in geologic strata. There are no known paleontological resources or fossil recovery sites in the City of San Mateo.

4.7.2 Thresholds of Significance

No quantitative thresholds of significance for geology and soils impacts have been adopted by the City of San Mateo or other responsible agencies.

4.7.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
– Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	☐	☐	☒	☐
– Strong seismic ground shaking?	☐	☐	☒	☐
– Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
– Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

[46] California Geological Survey. California Earthquake Hazards Zone Application (EQ ZAPP). Accessed March 4, 2026. https://maps.conservation.ca.gov/cgs/EQZApp/app/

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

Fault Rupture

As discussed in Section 4.7.1.2 Existing Conditions, the project site is not located within an Alquist Priolo Fault Zone. The nearest fault is the San Andreas, located approximately 3.4 miles to the west of the site. Therefore, substantial adverse effects involving fault rupture would not occur on-site.

Ground Shaking

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

Construction of the project would be subject to the standard engineering and building practices and techniques specified in the CBC and the recommendations of the site-specific geotechnical investigation (refer to Appendix D), as well as the applicable Building and Fire Codes adopted by the

City of San Mateo. Consistent with the findings of the General Plan FEIR, conformity with state and local law would ensure less than significant impacts associated with seismically-induced ground shaking.

Liquefaction and Lateral Spreading

As previously described, the project site is not located within a State-designated Liquefaction Hazard Zone and testing of on-site soils indicated that there is a low potential for liquefaction to occur. Lateral spreading is a hazard associated with liquefaction. Given that the potential for liquefaction is low, the potential for lateral spreading is also low. Therefore, substantial adverse effects involving liquefaction or lateral spreading would not occur on-site.

Landslides

As previously described, the project site is not located within a State-designated Landslide Zone. The project site and the surrounding vicinity are flat and not at risk of landslide. Therefore, substantial adverse effects involving landslide would not occur on-site. **(Less than Significant Impact)**

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

Ground disturbance related to demolition, excavation, grading, and construction activities from the proposed project is expected, potentially resulting in an increased exposure of soil to wind and water erosion. Development on the project site could result in significant amounts of soil erosion if managed improperly. The SMMC and Site Development Code outlines procedures to be followed to prevent significant soil erosion during construction activities. In accordance with the SMMC, Site Development Code 23.40.040, the project would be required to implement the following conditions of approval.

Condition of Approval GEO-1.1:

- For construction activities that will disturb one (1) acre or more, the Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board under the Construction Stormwater General Permit (General Permit). Applicant shall provide proof of the General Permit and a Storm Water Pollution Prevention Plan (SWPPP) prepared by a qualified SWPPP designer to Public Works.

Condition of Approval GEO-1.2:

- The applicant must obtain a STOPPP Construction permit, paying the required fees and posting the required cash deposit, for all work associated with the stormwater pollution prevention program in accordance with SMMC Chapter 7.39.170. The fee amount will be based upon the City Council resolution in effect at the time the building permit application is made.

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

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

As described under checklist question a), the project, with adherence to state and local laws and the recommendations of the site-specific geotechnical report, would not exacerbate landslide, lateral spreading, or liquefaction risks. As described under checklist question b), the project would comply with the City's standard conditions of approval for reducing erosion. Additionally, the City's Site Development Code 23.40.040 requires projects that involve over 5,000 square feet or 500 cubic yards of grading to obtain a Site Development Permit. To do so, the project would be required to follow procedures to demonstrate conformance with applicable building codes, building safety during seismic events, erosion control measures, and appropriate construction procedures for project implementation.

Condition of Approval GEO-2.1:

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

Condition of Approval GEO-2.2:

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

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

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

As described in Section 4.7.1.2 Existing Conditions, soils on-site have a moderate expansion potential to wetting and drying cycles. Consistent with the conclusions of the General Plan FEIR, mandatory adherence with the CBC, the City's Site Development Code (as described under Impact checklist questions b) and c)), and the recommendations of the site-specific geotechnical report (refer to Appendix D) would ensure that the project would not create substantial risks associated with development on expansive soil. **(Less than Significant Impact)**

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

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

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

As described in Section 4.7.1.2 Existing Conditions, there are no known paleontological resources or fossil recovery sites in the City of San Mateo. Further, the project site and surrounding area have been extensively developed, and no paleontological resources have been discovered as of yet. However, the City of San Mateo requires all projects to implement the following condition of approval in the event that paleontological resources are discovered during project construction.

Condition of Approval GEO-3.1:

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

Implementation of the above condition of approval would ensure the project would have a less than significant impact on paleontological resources. **(Less than Significant Impact)**

4.8 Greenhouse Gas Emissions

The following discussion is based, in part, on a Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc. dated September 2024. A copy of the report is included in Appendix E.

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

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

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

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. Per the 2022 Scoping Plan from CARB, atmospheric concentrations of CO_2 have increased by 50 percent since the Industrial Revolution and continue to increase at a rate of two parts per million each year, which will result in increased global temperatures.[47] The climate within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health

[47] CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*. December 2022. Page 3.

include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.8.1.2 *Regulatory Framework*

Federal

There are no federal regulations related to greenhouse gas emissions that are applicable to this project.

State

Assembly Bill 32 and State Bill 32

Under the California Global Warming Solutions Act, known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources. The first Scoping Plan was approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan.

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

2022 Scoping Plan

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

[48] CARB. *2022 Scoping Plan for Achieving Carbon Neutrality*. December 2022. Page 5.

Senate Bill 375 and Plan Bay Area 2050

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

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

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified priority development areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth. [49]

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

SB 100

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

Executive Order B-55-18 and Assembly Bill 1279

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

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

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

Advanced Clean Cars II Regulation

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

California Building Standards Code

The CALGreen Code is part of the CBSC under Title 24, Part 11.[50] The CALGreen Code encourages sustainable construction standards that incorporate planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 CALGreen Code) was effective as of January 1, 2023.

The California Energy Code is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in new residential and non-residential developments. This Energy Code is enforced and verified by cities during the planning and building permit process. The 2022 Energy Code replaced the 2019 Energy Code as of January 1, 2023. There are new 2022 standards for single-family residences, multi-family residences, and non-residential uses.[51, 52, 53]

[50] Refer to https://www.dgs.ca.gov/BSC/CALGreen.
[51] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Single-Family Residential." Revised July 15, 2022. Accessed March 19, 2026. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Single-family_Whats_New_Summary_ADA.pdf.
[52] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Multifamily." Revised August 4, 2022. Accessed March 19, 2026. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Multifamily_Whats_new_Summary_ADA.pdf.
[53] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Nonresidential." Revised August 4, 2022. Accessed March 19, 2026. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Nonresidential_Whats_New_Summary_ADA.pdf.

Major changes include electric-ready single-family and multi-family residence and solar photovoltaic systems and energy storage systems for residential and commercial developments.

Requirements for EV charging infrastructure are set forth in Title 24 of the California Code of Regulations and are regularly updated on a three-year cycle. The CALGreen standards consist of a set of mandatory standards required for new development, as well as two more voluntary standards known as Tier 1 and Tier 2. The 2022 CALGreen standards require deployment of additional EV chargers in various building types, including multi-family residential, hotel, and non-residential land uses. They include requirements for both EV capable parking spaces and the installation of EV supply equipment for multi-family residential and nonresidential buildings. The 2022 CALGreen standards also include requirements for both EV readiness and the actual installation of EV chargers.

CALGreen also requires new construction and demolition projects to have a diversion of at least 65 percent of the construction waste generated.

Assembly Bill 2097

AB 2097, signed into law in September 2022, prohibits California public agencies from imposing minimum automobile parking requirements on residential, commercial, and other development projects located within a half-mile of a major transit stop, effective January 1, 2023. It aims to reduce housing costs and encourage sustainable, transit-oriented development. The project is located within a half mile of the Caltrain Downtown San Mateo Station. Therefore, AB 2097 applies to the project.

Assembly Bill 1346

AB 1346, signed into law in October 2021, requires CARB to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines. The bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebates or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations. On January 1, 2024, a sales prohibition went into effect for new small off-road engines under 25 horsepower.

Regional and Local

2017 Clean Air Plan

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

Bay Area Air District CEQA Thresholds for Evaluating Climate Impacts from Land Use Projects and Plans

In April 2022, the Air District Board of Directors adopted the Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. The report includes the Air District's thresholds of significance for use in determining whether a proposed project or plan will have a significant impact on climate change and provides substantial evidence to support these thresholds. The April 2022 GHG thresholds represent what is required of new land use development projects and plans to achieve California's long-term climate goal of carbon neutrality by 2045.

San Mateo General Plan 2030

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

Policy	Description
C 6.6	Expand the use of alternative- and clean-fuel vehicles to reduce fuel consumption and vehicle emissions for trips originating in or destined for the City of San Mateo by providing incentives for the purchase and use of fuel efficient vehicles such as recharging stations for electric vehicles or preferential parking for carpools, hybrids and alternative fuel vehicles and develop a way to make this action enforceable and by providing discounted parking rates for carpools, hybrids and other vehicles that help reduce CO_2 emissions.
UD 2.14	Require new development and building alterations to conform with the City's Sustainable Initiatives Plan and subsequent City Council adopted goals, policies, and standards pertaining to sustainable building construction.

City of San Mateo Climate Action Plan

The City adopted an updated community-wide Climate Action Plan (CAP) in April 2020, which was updated in March 2024. The City's CAP updates and consolidated the various City's GHG reduction efforts based on the vision of San Mateo residents, businesses, and local government. The CAP provides the framework for San Mateo to reduce its community-wide GHG emissions in a manner consistent with state reduction targets and goals for 2030 and 2045. The CAP was prepared consistent with the California Environmental Quality Act (CEQA) Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (CCR 15183.5). This allows the CAP to support (and possibly streamline) environmental review of GHG emissions related to future development projects within the City. The CAP analyzes San Mateo's progress to date in meeting its GHG reduction targets and contains new information to achieve more significant and longer-term GHG reductions.

A CAP is a comprehensive strategy for a community to reduce emissions of GHGs, which, according to scientific consensus, are primarily responsible for causing climate change. The CAP identifies a strategy, reduction measures, and implementation actions the City will use to achieve targets consistent with state recommendations of reducing emissions 40 percent below 1990 levels by 2030 and reducing emissions 85 percent below 1990 levels and achieve carbon neutrality by 2045. The City CAP includes five key pieces:

- An inventory of the annual GHG emissions attributable to San Mateo based on the types of activities occurring within the community and guidance from various protocols and agencies.
- A forecast of what GHG emissions are likely to look like in 2030 and 2045 based on expected population and economic growth as predicted in the City's General Plan; with the consideration of major CO_2e emission reduction policies.
- A reduction target, which identifies goals for reducing GHG emissions by 2030 and 2045.
- Reduction strategies, which describe the actions the community intends to take to achieve the reduction target. Each strategy identifies the amount of GHGs that will be reduced once the strategy is implemented. The CAP also estimates benefits of existing programs.
- An implementation and monitoring program to track progress toward the reduction target and the status of the reduction strategies. A CAP consistency checklist for future development projects is included in the implementation program.

4.8.1.3 *Existing Conditions*

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

4.8.2 Thresholds of Significance

Pursuant with the Air District's 2022 CEQA Guidelines, for land use projects to result in a less than significant GHG emissions impact, the land use project would need to comply with threshold A or B below.

A. Projects must include, at a minimum, the following project design elements:
    1. Buildings
        a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
        b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
    2. Transportation
        a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
            i. Residential projects: 15 percent below the existing VMT per capita
            ii. Office projects: 15 percent below the existing VMT per employee

iii. Retail projects: no net increase in existing VMT

b. Achieve compliance with off-street EV requirements in the most recently adopted version of CALGreen Tier 2.

B. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

4.8.3 Impact Discussion

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

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

Construction

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Demolition of the existing on-site buildings would also generate GHGs. GHG emissions from construction-related activities were estimated using CalEEMod version 2022.1. More information on the methodology used to estimate construction-related GHG emissions can be found in Appendix E.

Construction of the proposed project is estimated to generate approximately 1,123 metric tons of CO_2e over the course of the construction phase. Generation of GHG emissions from construction activities would cease once building construction is completed. Neither the City of San Mateo nor the Air District have an adopted threshold of significance for construction-related GHG emissions, due to their temporary nature and relatively small magnitude in relation to project operational emissions which are larger on an annual basis and generated over the project lifespan. Because construction would be temporary and would not result in a permanent increase in emissions, the project would not result in a significant GHG impact from construction emissions.

Operation

The City's CAP is a qualified GHG reduction strategy that meets the criteria under CEQA Guidelines Section 15183.5(b). Therefore, compliance with the CAP would result in a less than significant operational GHG emissions impact pursuant to the Air District guidance, as stated in Section 4.8.2 Thresholds of Significance. A specific project proposal is considered consistent with the City's CAP if it complies with the required GHG reduction measures in the adopted CAP. A CAP consistency checklist has been completed by the project applicant and the responses to the checklist questions are summarized below in Table 4.8-1.

Table 4.8-1: Summary of Project CAP Consistency Checklist

Reduction Measure and Applicable Standard	Project Compliance
Reduction Measure BE 1 All new development: The project does not have natural gas connections and does not have any natural gas appliances or other equipment installed.	The project proposes all electric systems and no natural gas appliances are proposed. The project is compliant with this reduction measure.
Reduction Measure RE 2. All new developments with residential units: The project includes an on-site renewable energy system that meets or exceeds the minimum requirements of the California State Building Code. All new developments with residential units: The project includes an on-site energy storage system, such as a battery.	The project proposes an 8 kilowatt (kW) photovoltaic system, which would consist of a 5kW system for the non-residential portion of the building and a 3kW system for the multifamily residential portion of the project. Furthermore, the project is required, per California state law, to meet the minimum requirements of the most recent California State Building Code. The proposed project will not provide an on-site energy storage system. The photovoltaic infrastructure system for energy generation will not provide enough energy to warrant on-site energy storage. Therefore, this reduction measure is not applicable to the project.
Reduction Measure RE 3. All new developments with nonresidential space: The project includes an on-site renewable energy system that meets or exceeds the minimum requirements of the California State Building Code. All new developments with nonresidential space: The project includes an on-site energy storage system, such as a battery.	The project proposes an 8 kilowatt (kW) photovoltaic system, which would consist of a 5kW system for the non-residential portion of the building and a 3kW system for the multifamily residential portion of the project. Furthermore, the project is required, per California state law, to meet the minimum requirements of the most recent California State Building Code. The proposed project will not provide an on-site energy storage system. The photovoltaic infrastructure system for energy generation will not provide enough energy to warrant on-site energy storage. Therefore, this reduction measure is not applicable to the project.

Reduction Measure and Applicable Standard	Project Compliance
Reduction Measure EE 3. All new developments with residential units: The project includes trees that provide shade to residences.	The proposed project cannot comply with the above requirements. The project is an infill mixed use project, with the proposed residential units located on the upper building levels, above the canopies of most trees in an urban environment. As such, there is not an opportunity to provide a substantial number of trees and the resulting shade to these residential units. Thus, this measure is infeasible to implement and not applicable to the project.
Reduction Measure CF 1 (a). All new development with dedicated off-street parking: The project includes parking spaces with installed electric vehicle (EV) chargers or are pre-wired for EV chargers, consistent with state and any local regulations.	The project would provide a total of 125 parking spaces for both future employees and future residents. Of the residential and employee parking spaces, 24 of these spaces would be EV stalls and 54 would be EV ready. Furthermore, the project would provide bicycle parking spaces, with 90 long-term and 12 short-term bicycle parking spaces. The project complies with this reduction measure.
Reduction Measure ST 6. New developments of at least six multifamily units and or 10,000 square feet of nonresidential space: Implement TDM strategies to comply with the appropriate trip reduction target identified in applicable area plans and San Mateo Citywide TDM Plan.	The project applicant has committed to implementing TDM measures documented in a completed C/CAG TDM Checklist. The project would achieve a 25% trip reduction as required by C/CAG. The project complies with this reduction measure.
Reduction Measure ST 7. All new development: Be located along El Camino Real, within one-half mile of any Caltrain station, or in the Rail Corridor Transit Oriented Development or Hillsdale Station Area Plan areas.	The project site is located less than a half-mile from the Caltrain Downtown San Mateo Station. The Project complies with this reduction measure.
Reduction Measure SW 1. All developments with multifamily units or nonresidential space: Provide an area of sufficient space to store and allow access to a compost bin.	The project would include composting chutes at the residential levels of the proposed building. The project complies with this reduction measure.
Reduction Measure WW 3. All new development: Include a greywater system.	The project cannot comply with the above requirements. There is a lack of infrastructure for greywater in downtown San Mateo. Furthermore, the project would not produce enough greywater internally to feasibly require the construction of the needed infrastructure in downtown San Mateo. Thus, it is considered infeasible for the project until such time that the infrastructure for greywater exists in downtown San Mateo. Therefore, this reduction measures does not apply to the project.

As described in Table 4.8-1, the project would comply with all the applicable reduction measures in the City's CAP. Therefore, the project would be consistent with the local GHG reduction strategy and would result in a less than significant GHG emissions impact. **(Less than Significant Impact)**

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

Air District 2017 Clean Air Plan

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

Mobile Source and Transportation Source-Control Measures

The 2017 CAP's mobile source and transportation control measures are designed to reduce ozone precursor emissions from motor vehicles by reducing vehicle trips and VMT in addition to vehicle idling and traffic congestion. Since the project site would be located less than a half-mile from the Caltrain San Mateo Downtown Station and in close proximity to SamTrans bus routes, the project would not result in a substantial increase in VMT (see Section 4.17.2, checklist question b)). The project would also provide short- and long-term bicycle parking spaces for future residents and employees. For these reasons, the project would not conflict with the goals of the transportation and mobile source-control measures of the 2017 CAP.

Energy and Climate Control Measures

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

The proposed building would be 100 percent electric-powered and would include rooftop solar panels to generate renewable electricity on-site. For these reasons, the project would be consistent with the goals of the 2017 CAP's energy and climate control measures.

Plan Bay Area 2050

According to ABAG, the region is on track to exceed the CARB-mandated 19 percent GHG reduction target attributable to land use by implementing Plan Bay Area 2050. A core strategy of Plan Bay Area is "focused growth" in existing communities nearby to existing transportation resources. Plan Bay Area 2050's Growth Geographies identify a mix of locally identified Priority Development Areas, areas near high quality transit and areas of high opportunity as communities poised to accommodate additional growth. The project site is located within "San Mateo Downtown Priority Development Area" identified in Plan Bay Area 2050. The project would increase density in an existing urban environment with high access to services, jobs, and transportation, which would

reduce emissions associated with transportation. Accordingly, the project is consistent with Plan Bay Area 2050 and would not obstruct achievement of the plan's GHG reduction targets.

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

4.9 Hazards and Hazardous Materials

The following discussion is based, in part, on several Phase I Environmental Site Assessments prepared for the project by PES Environmental, Inc. These reports are compiled in Appendix F.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

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

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

Federal and State

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

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. Drones are allowed in San Mateo however impacts related to drones are regulated under part 77 of the federal aviation, no significant impacts are expected to occur.

<u>Comprehensive Environmental Response, Compensation, and Liability Act</u>

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the

environment. Over five years, $1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA accomplished the following objectives:

- Established prohibitions and requirements concerning closed and abandoned hazardous waste sites;
- Provided for liability of persons responsible for releases of hazardous waste at these sites; and
- Established a trust fund to provide for cleanup when no responsible party could be identified.

The law authorizes two kinds of response actions:

- Short-term removals, where actions may be taken to address releases or threatened releases requiring prompt response; and
- Long-term remedial response actions that permanently and significantly reduce the dangers associated with releases or threats of releases of hazardous substances that are serious, but not immediately life-threatening. These actions can be completed only at sites listed on the EPA's National Priorities List.

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986. [54]

Resource Conservation and Recovery Act

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

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

[54] United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed March 3, 2026. https://www.epa.gov/superfund/superfund-cercla-overview.
[55] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed March 3, 2026. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.

Government Code Section 65962.5

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

Toxic Substances Control Act

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

California Accidental Release Prevention Program

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

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA began phasing out use of friable asbestos products in 1973 and issued a ban in 1978 on manufacture, import, processing, and distribution of some asbestos-containing products and new uses of asbestos products.[57] The EPA is currently considering a proposed ban on on-going use of asbestos.[58] National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

[56] California Environmental Protection Agency. "Cortese List Data Resources." Accessed March 3, 2026. https://calepa.ca.gov/sitecleanup/corteselist/.
[57] United States Environmental Protection Agency. "EPA Actions to Protect the Public from Exposure to Asbestos." Accessed March 3, 2026. https://www.epa.gov/asbestos/epa-actions-protect-public-exposure-asbestos
[58] Ibid.

CCR Title 8, Section 1532.1

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

Local

San Mateo General Plan 2030

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

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

San Mateo Municipal Code Chapter 23.28 Fire Code

The SMMC states that the Fire Code adopted by the San Mateo Consolidated Fire Department has been adopted by the City as the rules, regulations, and standards within the City.

City of San Mateo Emergency Operations Plan

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

4.9.1.2 *Existing Conditions*

As part of the 2022 Phase I ESA, PES Environmental, Inc. conducted a review of historical aerial photographs and topographic maps, and historical documents of previous investigations to obtain information about the historical uses of the project site. Records and databases pertaining to hazardous materials from federal, state, and local agencies were reviewed, and a site reconnaissance was completed on January 27, 2021, to determine any potentially hazardous

materials conditions affecting the project site. The historical uses and on-site sources of contamination for the project site as well as off-site sources of contamination are discussed below.

Site History

The site at 402 S. Delaware Street and 524 E. 4th Avenue was developed with residential uses from approximately 1888 until at least the early 1960s and then was developed with a gas station from 1966 until 2022. An auto repair facility also occupied a portion of the site in conjunction with the gas station. The site at 500 E. 4th Avenue was previously occupied by various uses throughout the 1900s including a residence and stable, a lumber yard, and a gas station prior to development of the existing Taco Bell restaurant by 1981. The site at 521 E. 5th Avenue was developed with residences from approximately 1891 until 1966 when the site was redeveloped with the existing commercial building. The site at 411 S. Claremont Street has been developed with the same existing residence since at least 1888.

On-Site Sources of Contamination

Underground Storage Tanks

Three underground storage tanks (USTs) containing gasoline and waste oil associated with the former gas station at 402 S. Delaware Street and 524 E. 4th Avenue were removed from the project site in 1992 due to failure of a tank integrity test. A crack was observed one of the gasoline USTs reportedly caused by subsurface drilling, and two holes were reported in the waste oil UST. Approximately 800 cubic yards of soil were excavated from the UST cavity and disposed of off-site and approximately 5,800 gallons of groundwater were pumped from the excavation. The USTs were replaced in-kind and subsurface ground monitoring wells, vapor monitoring points, and soil vapor probes were installed on the property over the course of the next decade.

Petroleum hydrocarbon concentrations on-site have shown a decreasing trend. The most recent groundwater sampling (2017) reported concentrations of Benzene and methyl tertiary butyl ether (MTBE) to be below Low Threat Underground Storage Tank Closure Policy, Resolution No 2012-0016 (LTCP) thresholds, and it is unlikely that benzene, ethylbenzene, or naphthalene would be encountered above LTCP threshold criteria. Benzene, petroleum hydrocarbons, and associated contaminants were detected in soil concentrations within acceptable levels, including RWQCB Tier 1 Environmental Screening Levels (ESLs). For these reasons, SMCEH issued case closure for the site under the LTCP in 2019. SMCEH noted that hydrocarbon-affected soil and groundwater remain east and southeast of the formers UST sites and beneath South Delaware Street but do not pose a significant threat to public health or the environment under existing land use. However, SMCEH is to be notified of any change in land use, including residential development, or planned removal of soil or groundwater from the area so that SMCEH can evaluate whether additional actions would be necessary to protect public health and the environment.

The gas station, including the fuel dispensers, USTs, associated piping, and associated structures, was removed in 2022. Post-removal sampling in 2022 reported low concentrations of hydrocarbons

and levels of chromium and lead within acceptable levels from the sidewall of the used oil UST excavation. [59]

A gas station also existed on-site at 500 E. 4th Avenue from approximately 1953 to the early 1970s. No information was available concerning the removal of the USTs associated with this gas station.

Auto Repair Facilities

An auto repair facility existed in conjunction with the former gas station at 402 S. Delaware Street and 524 E. 4th Avenue. Staining was observed on the floor of the former service bays, the ground in the vicinity of 55-gallon drums of waste fluids, and on the ground throughout the site. These may have impacted site soil through the cracks in the concrete and the asphalt. Additionally, subsurface components of a former hydraulic lift were present in the former auto repair site until they were removed in 2022. Post-removal sampling in 2022 reported concentrations of chromium and lead within acceptable levels beneath one hydraulic lift. [60]

Lumber Yard

A lumber yard existed at 500 E. 4th Avenue in the 1950s. Soil contamination can be associated with lumber yards that store treated lumber (e.g., arsenic and chromium). However, no information is available to establish if such materials were stored on-site.

Asbestos and Lead-Based Paint

Based on the age of the existing structures at 411 S. Claremont Street, 500 E. 4th Avenue, and 521 E. 5th Avenue, these structures may contain LBP and ACMs. Both LBP and ACMs may have been introduced into the soil throughout the site via flaking and prior demolition activities.

Off-Site Sources of Contamination

Groundwater Plume

A low level of tetrachloroethene (PCE) was detected in a soil sample collected during the 1992 waste oil UST removal from the 402 S. Delaware Street and 524 E. 4th Avenue gas station, so additional soil, groundwater, and soil vapor investigations were performed to evaluate the source of the PCE. In general, the only soil samples with detectable concentrations of PCE and associated degradation products were collected from the saturated groundwater zone. Groundwater samples collected from wells upgradient of the former UST excavation (southwest and southeast) were found to contain PCE and associated degradation products, indicating that the USTs were not the source of the PCE on-site. In 2014, SMCEH issued a letter noting that it was likely that the PCE contamination originated from Wardrobe Cleaners, a business located at 333 and 335 E. 5th Avenue,

[59] Atlas Environmental Engineering, Inc. *Underground Storage Tank Removal Report*. March 28, 2022. Available at https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/8770734488/20220328_UST%20Removal%20Report_402%20S.%20Delaware.pdf

[60] Ibid.

approximately 560 feet southwest of the project site. However, after Wardrobe Cleaners performed voluntary sampling on-site at the request of SMCEH, it was determined that Wardrobe Cleaners was not the source of PCE. Voluntary sampling was also performed at the former Quality Cleaners site located at 508 E. 3rd Avenue, approximately 500 feet northwest of the project site. Results of the investigation indicated a probable PCE release at this site, but the results were inconclusive as to whether the former facility was the source of the PCE contamination identified at the project site.

As noted in the environmental records review documented in Appendix F, PCE, trichloroethene (TCE), benzene, ethylbenzene, and naphthalene have been detected in groundwater beneath the site via monitoring wells at levels above Groundwater Vapor Intrusion ESLs for residential and commercial uses. Additionally, a PCE concentration in soil vapor beneath the site exceeded the residential and commercial vapor intrusion ESLs. The source of PCE and TCE has not been identified but may be associated with off-site dry cleaner operations.

Other Hazards

Airports

The project site is located approximately 3.7 miles southeast of the San Francisco International Airport and five miles northwest of the San Carlos Airport. It is located beyond the outer boundary of their respective safety compatibility zones and CNEL noise contours, as delineated in their respective Comprehensive Airport Land Use Plan (CLUP).[61, 62]

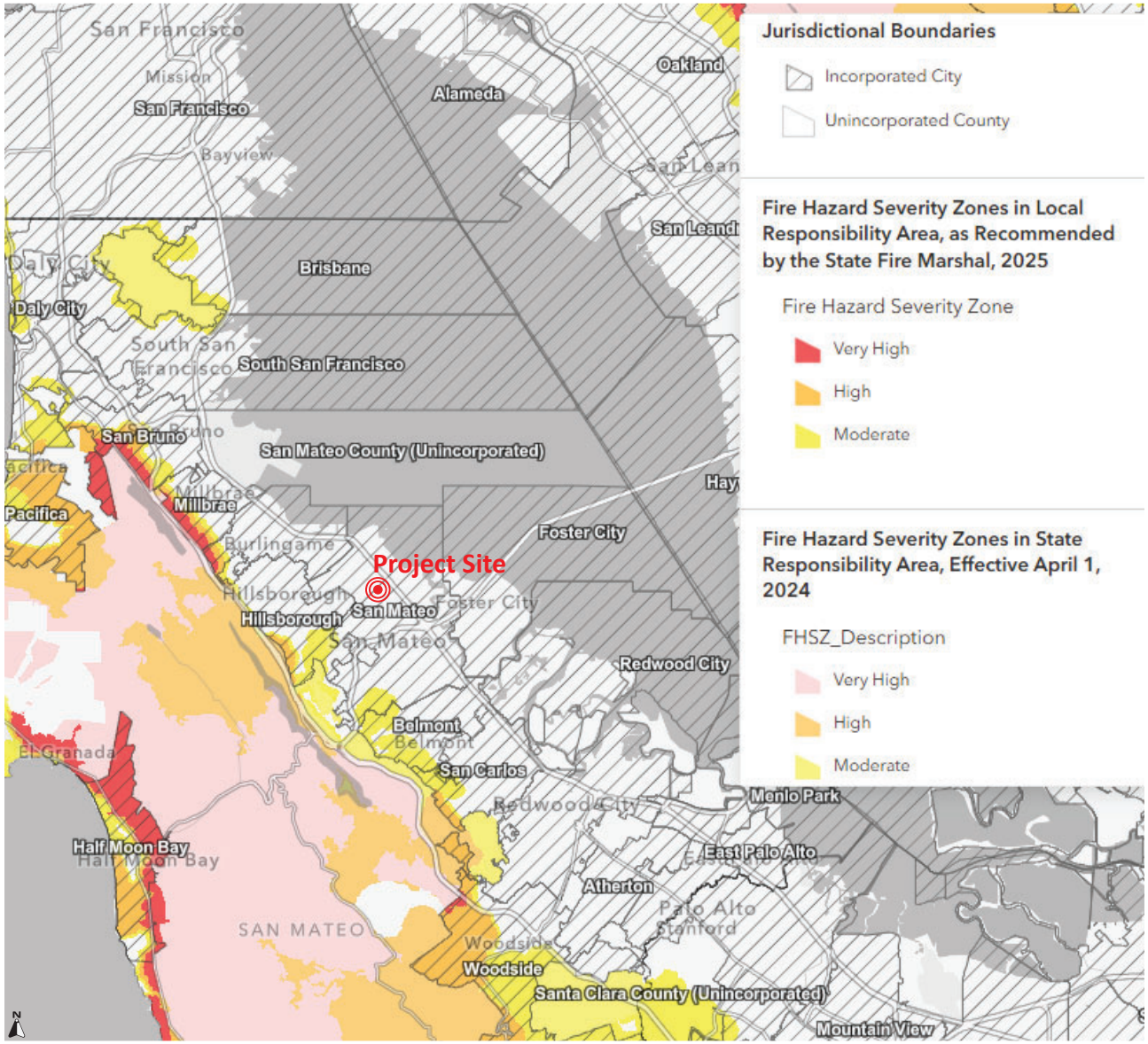
Wildfires

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.[63] A fire hazards zone map is provided in Figure 4.9-1.

Schools

The nearest school is the Episcopal Day School of Saint Matthew, located approximately 0.36 miles west of the project site.

[61] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. November 2012.
[62] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. October 2015.
[63] CAL FIRE. Fire Hazard Severity Zone Viewer. Accessed February 19, 2026. https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9



Source: Esri, ArcGIS.

FIRE HAZARD SEVERITY ZONES MAP | FIGURE 4.9-1

4.9.2 Thresholds of Significance

The RWQCB's Site Cleanup Program includes ESLs that provide conservative screening levels for over 100 chemicals found at sites with contaminated soil and groundwater. They are intended to help expedite the identification and evaluation of potential environmental concerns at contaminated sites.[64] The ESLs are used as a significance threshold for exposure to hazardous materials in this Initial Study. Demolition of structures that potentially contain ACMs and LBP is also considered a potentially significant impact.

4.9.3 Impact Discussion

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

[64] San Francisco Bay RWQCB. "Site Cleanup Program". Accessed September 1, 2026. https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/sitecleanupprogram.html

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

Small quantities of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be stored and used in operation of the proposed project. Additionally, diesel fuel would be stored and used on-site for the emergency backup generator. As shown in Table 4.6-1, the project would use approximately 438 gallons of diesel fuel per year for monthly testing purposes. The diesel fuel would be stored, used, and refilled in compliance with the diesel manufacturer's recommendations and applicable regulations governing the storage and use of fuel. No other hazardous materials would be used or stored on-site. These materials would be managed in accordance with existing laws and regulations that ensure the proper routine transport, storage, use, and disposal of these materials. In complying with these regulations, the project would not release hazardous materials into the environment. Therefore, the project would not create a significant hazard to the public or environment. **(Less than Significant Impact)**

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

Demolition

As previously discussed, a gas station existed at 500 E. 4th Avenue from approximately 1953 to the early 1970s. No information is available concerning the removal of USTs associated with this gas station, therefore, it is possible that there are still USTs present on-site. Additionally, given their age, it is likely that several of the existing structures on-site contain LBP and ACMs. These materials could pose a risk to construction workers and nearby sensitive receptors if improperly handled during demolition activities.

Impact HAZ-1: Demolition of existing buildings could release asbestos and lead, and excavation could encounter underground storage tanks at the former gas station site, creating a hazard to construction workers and nearby receptors.

Mitigation Measures:

MM HAZ-1.1: To reduce the potential for construction workers and nearby sensitive receptors to be exposed to Asbestos Containing Materials (ACMs) and lead-based paints, the applicant shall implement the following measures prior to and during demolition and construction:

- In conformance with local, state, and federal laws, the applicant shall engage a qualified professional to complete an asbestos building survey and a lead-based paint survey to determine the presence of ACMs and/or lead-based

paint on the structures proposed for demolition prior to issuance of a demolition permit. Written findings of the surveys shall be submitted to the Building Division subject to the satisfaction of the Community Development Director, or his/her designee.

- The applicant shall retain a registered asbestos abatement contractor to remove and dispose of all potentially friable asbestos-containing materials, in accordance with the National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines, prior to the issuance of a demolition permit. The applicant shall conduct all construction activities in accordance with California Division of Occupational Safety and Health (Cal/OSHA) standards, contained in Title 8 of the California Code of Regulations (CCR), Section 1529, to protect workers from exposure to asbestos. Materials containing more than one percent asbestos are also subject to Bay Area Quality Management District (BAAQMD) regulations.

- Prior to any demolition activities, the applicant shall remove all building materials containing lead-based paint in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. The applicant shall dispose of any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the waste being disposed.

MM HAZ-1.2: Prior to issuance of a grading permit, the applicant shall obtain a geophysical survey to determine if any subsurface features (e.g., underground storage tanks [USTs], piping, etc.) remain beneath the project site. If any remaining subsurface features are determined to exist on-site, the applicant shall obtain a permit from the San Mateo County Environmental Health Department (CUPA) for their removal. Proof of obtainment of this permit shall be submitted to the City's Building Division prior to the issuance of a grading permit. Removal activities and compliance soil sampling will be conducted by an environmental consultant and environmental contractor under the oversight of the CUPA. If stained soils, free product, and/or elevated petroleum hydrocarbon concentrations are detected in soil at concentrations that exceed applicable ESLs established by the SF-RWQCB, over-excavation of the contaminated soil may occur at the time of the subsurface feature removal, at the direction of the CUPA, and/or potentially during the construction excavation for the subsurface garage.

If previously unknown 'orphan' USTs or piping are encountered during construction excavation activities for the underground parking garage, the applicant shall halt all work, notify the City's Building Division and CUPA, and obtain additional permits to remove the encountered tanks and/or piping. Removals and compliance sampling will be under the oversight of the CUPA.

The removal of known or new USTs found during construction, along with any contaminated soil that is removed at that time will be reported to the CUPA in a UST removal report. Excavation of soil for the construction of the underground parking garage will remove and properly dispose of contaminated soils that may be present beneath the site. If soil contamination at concentrations that exceed applicable ESLs is observed at the base of the construction related excavation, additional localized excavation(s) may occur as a contingency. The excavation depth will likely be limited by the elevation of the water table at the time of construction dewatering and is anticipated to be at most 2 or 3 extra vertical feet. Oversight of remediation shall be provided by the San Mateo County Health - Groundwater Protection Program (GPP). Implementation of the RMP and SMP will be provided in a Construction Completion Report submitted to the GPP.

The implementation of MM HAZ-1.1 and MM HAZ-1.2 would require screening for ACMs, LBP, and subsurface features associated with the former gas station at 500 E. 4th Avenue. If such materials are identified, the project would comply with city, regional, state, and federal laws that require the safe handling, removal, and disposal of hazardous materials such as Title 8 of the CCR. For these reasons, demolition of the existing buildings would not expose construction workers, nearby sensitive receptors, and the environment to ACMs, lead-based paint, or contaminants associated with subsurface features such as USTs. **(Less than Significant Impact with Mitigation Incorporated)**

Contaminated Soil and Groundwater

As previously discussed, subsurface soil, soil vapor, and groundwater on-site are contaminated with petroleum hydrocarbons and chlorinated solvents, including PCE and TCE. While a case closure letter has been issued for the gas station site, residual contamination may still be present at the project site. Petroleum hydrocarbons, when inhaled, can cause acute short-term effects (e.g., eye, nose, throat irritation, headaches) or, in significant concentrations, chronic long-term effects such as damage to the central nervous system or internal organs.[65] When inhaled, chlorinated solvents can cause both acute (e.g. dizziness, headaches, confusion, etc.) or chronic health effects (e.g. cancer or liver, kidney, immunological, endocrine, and developmental effects).[66] Additionally, soil on-site the subject property may have residual lead and asbestos as a result of demolition of historical onsite buildings and/or flaking of LBP. It is also possible that metals such as arsenic and chromium are present in the soils due to the historic presence of a lumber yard on-site. Contaminated soil disturbed during excavation of the project site could become airborne and adversely affect construction workers and nearby sensitive receptors, if appropriate control measures are not implemented.

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

Impact HAZ-2: Excavation and grading activities could disturb contaminated soils and groundwater during project construction, exposing construction workers and nearby sensitive receptors to hazardous materials.

Mitigation Measures:

MM HAZ-2.1: To reduce the potential for construction worker and nearby sensitive receptor exposure to hazardous materials (petroleum hydrocarbons, chlorinated solvents, lead, and asbestos), the applicant shall incorporate the following measures at all times during the construction phase of the project.

Prior to the issuance of any building permit involving excavation, shoring, foundation, or the superstructure, the applicant shall obtain a Phase II Environmental Site Assessment following building demolition and site clearance that investigates current soil and groundwater conditions. The applicant shall submit the Phase II Assessment to the City's Planning Division subject to the satisfaction of the Community Development Director, or his/her designee. Prior to excavation, soil samples shall be collected by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) to pre-characterize soil for waste characterization and soil management purposes. Depth discrete soil samples shall be collected at various depths from 0.5 feet below ground surface (bgs) to the maximum depth of the proposed subsurface garage excavation and analyzed for constituents that may be present, such as metals, volatile organic compounds (VOCs), and petroleum hydrocarbons. The soil borings shall be advanced by an environmental professional and an environmental drilling contractor under permit and oversight of the San Mateo County Health - Groundwater Protection Program (GPP).

The Phase II results shall be provided to the GPP and a Soil and Groundwater Management Plan (SGMP) and a Construction Risk Management Plan (CRMP) shall be developed for GPP approval that describes remediation and/or mitigation actions, as necessary, based on the findings of the Phase II including measures to be taken during construction for the protection of project construction workers and nearby sensitive receptors. Proof of GPP approval shall be submitted to the Building Division prior to the issuance of any building permit involving excavation, shoring, foundation, or the superstructure.

Implementation of HAZ-2.1 would ensure that the contamination on-site is more fully investigated for those areas currently inaccessible due to the presence of existing buildings and that measures are taken to protect project construction workers and nearby sensitive receptors as needed. Therefore, the project would not create a significant hazard to the public or the environment during

ground-disturbing activities that would involve contaminated soil and groundwater. **(Less than Significant Impact with Mitigation Incorporated)**

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

There are no existing or proposed schools within one quarter mile of the project site. The nearest school is the Episcopal Day School of Saint Matthew, located approximately 0.36 miles west of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous materials, substances, or waste within one quarter mile of an existing or proposed school. **(No Impact)**

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

The project address at 402 S. Delaware Street is listed as a Leaking Underground Storage Tank (LUST) Cleanup Site on the Cortese List.[67] This listing is associated with the gas station LUSTs that were removed from the site, as discussed in Section 3.9.1.2 Existing Conditions. SMCEH issued a case closure letter for the site, determining that the soil and groundwater contamination on-site was no longer a significant threat to public health or the environment after extensive soil removal and groundwater pumping, removal of the LUSTs, and years of monitoring. However, SMCEH required that the agency be notified of any change in land use or planned removal of soil or groundwater should occur on-site. Implementation of MM HAZ-2.1 will require the project to further investigate on-site conditions, including those areas currently inaccessible beneath existing buildings, coordinate with SMCEH, and incorporate measures that will ensure the safety of project construction workers and nearby sensitive receptors. For these reasons, while the project is located on a site included on the Cortese List, it would not create a significant hazard to the public or the environment with implementation of MM HAZ-2.1. **(Less than Significant Impact with Mitigation Incorporated)**

e) If located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is located approximately 3.7 miles southeast of the San Francisco International Airport and five miles northwest of the San Carlos Airport. The project site is located beyond their respective safety compatibility zones and CNEL noise contours, as delineated by their respective CLUPs. The mixed-use building would be approximately 75 feet in height and would not conflict

[67] State Water Resources Control Board. "Geotracker - UNOCAL STATION #6390 (T0608100632).". Accessed September 22, 2023. https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0608100632

with FAA structural height limitation of 200 feet above ground surface to reduce aviation hazards for San Francisco Airport. Therefore, future development of the site would not result in a safety hazard or excessive noise associated with airport activities. **(Less than Significant Impact)**

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

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

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

As previously discussed, the project site is not within an area designated as a wildland fire hazard zone. In addition, the project would be in compliance with applicable building and fire codes adopted by San Mateo. For these reasons, the project would not expose people or structures, either directly or indirectly, to an increased significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

4.9.4 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (2015) (BIA v. BAAQMD), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies that address existing hazards and hazardous materials conditions affecting a proposed project.

As previously discussed in Section 3.9.1.2 Existing Conditions, PCE, TCE, benzene, ethylbenzene, and naphthalene have been detected in groundwater beneath the site at levels above Groundwater Vapor Intrusion ESLs for residential and commercial uses. Additionally, a PCE concentration in soil vapor beneath the site exceeded the residential and commercial vapor intrusion ESLs. Therefore, future employees and residents of the project could be adversely affected by intrusion of contaminated groundwater vapor and soil vapor. The project shall be required to implement the following conditions of approval to ensure that health risks to future employees and residents of the proposed project are reduced to acceptable levels.

Conditions of Approval HAZ-1:

- Groundwater and soil vapor sampling shall be performed on-site to evaluate the extent of existing contamination in accordance with a groundwater and soil vapor sampling plan to be provided to SMCEH for review and approval. Any residual contaminated soil shall be over-excavated and removed during the site-wide excavation.
- If required by SMCEH, the project shall also prepare a Vapor Intrusion Mitigation Plan that describes the conditions of approval to be implemented to prevent exposure of site occupants to volatile organic compounds (VOCs) as a result of vapor intrusion. The Vapor Intrusion Mitigation Plan shall require that the proposed development be designed with appropriate structural and engineering features to reduce risk of vapor intrusion into buildings. At a minimum, this design shall include a dual-purpose waterproofing and vapor membrane system along the walls of the below-grade garage and beneath the building foundation designed for installation in volatile organic compound (VOC)-impacted groundwater and protective against VOC vapor intrusion. The Vapor Intrusion Mitigation Plan shall also describe the performance monitoring that will be performed to help demonstrate the passive or active system is operating as designed. The Vapor Intrusion Mitigation Plan must be prepared by an Environmental Professional and submitted to SMCEH for review and approval prior to issuance of a building permit. A completion report shall be submitted to SMCEH upon completion of construction of the mitigation system including final as-built design drawings. The Vapor Intrusion Mitigation Plan shall be submitted to San Mateo County Department of Health Services for review and approval. Alternative designs may be acceptable if approved in writing by the San Mateo County Department of Health Services. The applicant shall provide proof of San Mateo County Health approval for the Vapor Intrusion Mitigation Plan to the City's Building Division and Planning Division prior to issuance of a building permit for the superstructures.

Condition of Approval HAZ-2:

A Long-Term Operations, Maintenance, and Monitoring Plan (OMMP) shall also be submitted to the San Mateo County Department of Health Services for approval that presents the actions that must be taken following construction to maintain and monitor the VMS. The OMMP shall also include a contingency plan in case of VMS failure, and a financial assurance mechanism shall be established to prove that adequate funds are available for long-term maintenance and monitoring of the VMS. The applicant shall provide proof of San Mateo County Department of Health Services approval for the items above to the City's Planning Division prior to issuance release of utilities, final inspection, issuance of a temporary certificate of occupancy, or issuance of a certificate of occupancy, whichever occurs first.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

Clean Water Act

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

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the SWRCB's website.[68]

National Flood Insurance Program

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

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit

[68] California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed March 6, 2026. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html.

includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional and Local

San Francisco Bay Basin Plan

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

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in May 2022 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[69] The MRP became effective on July 1, 2023. Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 5,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff for both on-site and off-site (public right-of-way) runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if: (1) the post-project impervious surface area is less than, or the same as, the pre-project impervious surface area; (2) the project is located in a catchment that drains to a hardened (e.g., continuously lined with concrete) engineered channel or channels or enclosed pipes, which extend continuously to the Bay, Delta, or flow-controlled reservoir, or, in a catchment that drains to channels that are tidally influenced; or

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

(3) the project is located in a catchment or subwatershed that is highly developed (i.e., that is 70 percent or more impervious).[70]

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.[71] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. Single-family residential and wood frame structures are exempt.

Construction Dewatering Waste Discharge Requirements

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

San Mateo General Plan 2030

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

Policy	Description
LU 4.4.5	Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) permit. 1. Prevent water pollution from point and non-point sources. 2. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development. 3. Encourage the use of drought-tolerant and native vegetation in landscaping.

San Mateo Municipal Code Chapter 7.39 Stormwater Management and Discharge Control

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

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

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

City of San Mateo Green Infrastructure Plan

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

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

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

The project site is fully developed with several buildings, parking lots, and a vacant paved lot. As it exists, the vast majority of the project site is made up of impervious surfaces. Stormwater from the site is collected in a system of on-site storm drain facilities (inlets, underground pipes) and conveyed to the City's existing storm drain system. Storm drainpipes are located in S. Delaware Street. Stormwater continues to an outfall at San Mateo Creek that directly drains into the San Francisco Bay.

Surface Water Quality

The nearest waterway in proximity to the project site include San Mateo Creek (located approximately 1,200 feet north of the site), whose watershed encompasses the project site and flows from the western hills to the San Francisco Bay. Lower San Mateo Creek is currently listed on the 303(d) list of impaired waterways due to sediment toxicity from unknown sources.[72]

Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin, San Mateo Plain Subbasin. The regional topographic gradient is generally north northeast towards the San Francisco Bay, however, the direction in groundwater flow patterns may vary due to geologic conditions. Dring preparation of the project geotechnical investigation, groundwater was encountered at depths ranging from 30 to 31 feet bgs in two borings on-site and from 19 to 20 feet bgs in two other borings. Previous groundwater monitoring wells have measured groundwater as high as 10 feet bgs at the 402 S. Delaware Street lot on-site and at 9.5 feet bgs across the street at 407 S. Delaware

[72] California State Water Quality Control Board. Impaired Water Bodies - 2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report). Accessed March 6, 2026. https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml

Street.[73] Groundwater levels can fluctuate temporally due to a variety of factors, including seasonal variations in precipitation and temperature, and rates of groundwater extraction in the surrounding area. Cornerstone Earth Group, Inc. recommended a design groundwater depth of eight feet be assumed for the project (see Appendix D).

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

Flooding

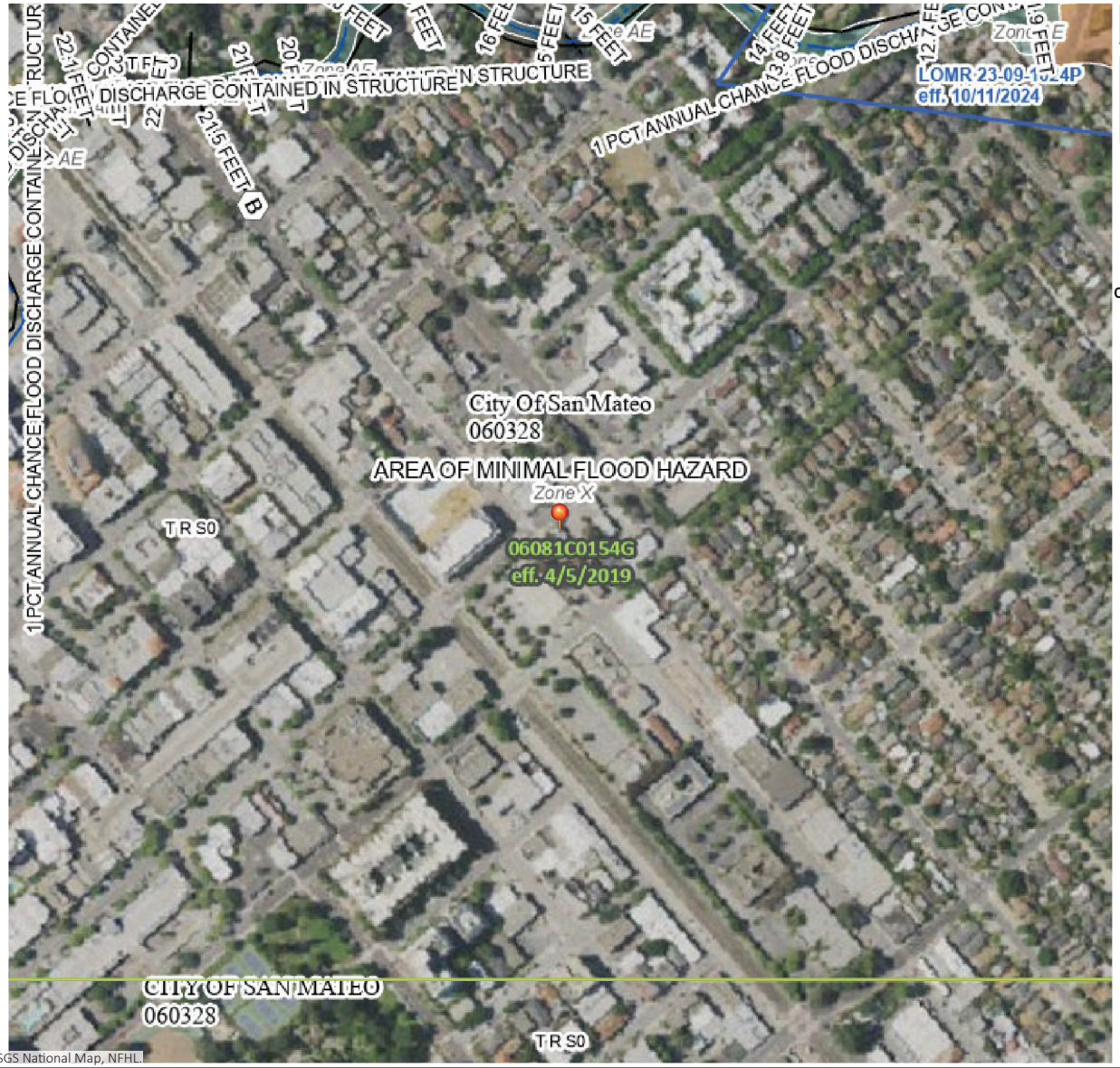
The site is not located within a 100-year flood hazard zone. According to the FIRM prepared by the FEMA for the project area, the site is located within Zone X (Area of Minimal Flood Hazard).[74] Areas within Flood Zone X have a 0.2 percent annual chance of flooding, with average depths of less than one foot or with drainage areas less than one square mile. The FEMA flood zones in the project vicinity are shown in Figure 4.10-1.

Seiche, Tsunami, and Mudflows

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

A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. Tsunamis affecting the Bay Area can result from off-shore earthquakes within the Bay Area. The project site is approximately one mile southwest from the shoreline of the San Francisco Bay and is not located in a Tsunami Hazard Area (see Figure 4.10-2).[75]

[73] Cornerstone Earth Group, Inc. *Geotechnical Investigation, Block 20*. September 27, 2022.
[74] Federal Emergency Management Agency. *Flood Insurance Rate Map*, *Community Panel No. 06081C0154G*. Map. Effective Date: April 5, 2019.
[75] California Department of Conservation. "San Mateo County Tsunami Hazard Area". March 6, 2026. .https://www.conservation.ca.gov/cgs/tsunami/maps/san-mateo.



Source: USGS National Map, NFHL.

Legend

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 — Cross Sections with 1% Annual Chance
- 17.5 — Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

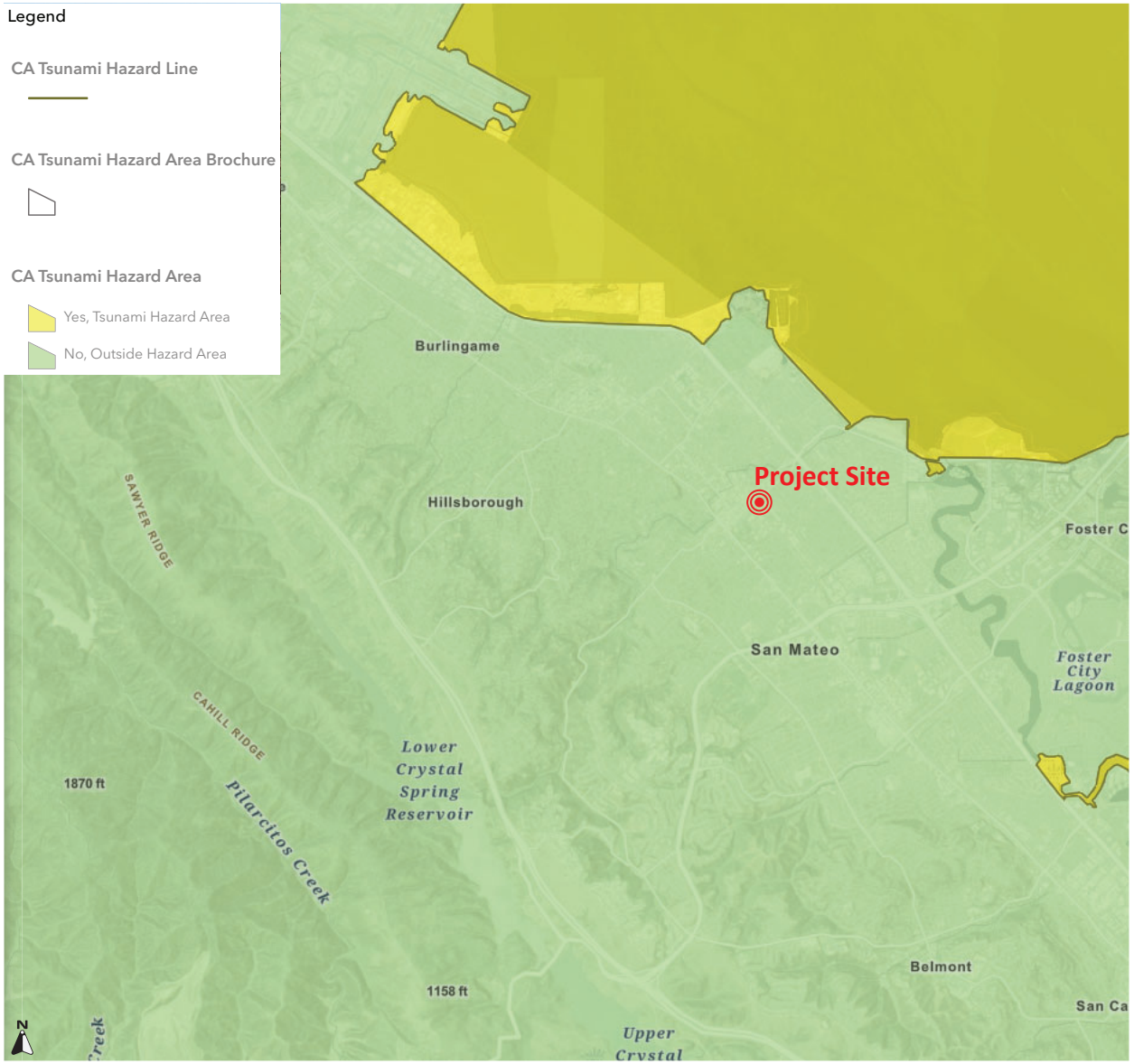
MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

Project Site

0 100 200 400 1,000 Feet N

FLOOD ZONES MAP

FIGURE 4.10-1



Source: Esri, ArcGIS.

TSUNAMI HAZARD ZONE MAP

FIGURE 4.10-2

A mudflow is a large rapid (up to approximately 50 miles per hour) mass of mud formed by loose earth and water. Hillsides and slopes of unconsolidated material could be at risk to mudflows if these areas become saturated. The project site is not within a Landslide Zone. [76]

4.10.2 Thresholds of Significance

The Construction General Permit and the MRP include quantitative thresholds for permit compliance based on the amount of land disturbed and impervious surfaces developed. Projects in compliance with the applicable permit requirements are presumed to have a less than significant impact on water quality.

4.10.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
– result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
– create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
– impede or redirect flood flows?	☐	☐	☒	☐

[76] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed March 6, 2026. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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

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

Construction Impacts

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

Surface Water

The project is located on a 0.77-acre site. Accordingly, the project would disturb less than one acre and not be required to submit an NOI or SWPPP to the RWQCB. However, the project would be required to implement construction BMPs and submit a Stormwater Pollution Prevention Construction (SWPPC) Permit to the Director of Public Works, per Chapter 7.39 of the SMMC. These requirements are summarized in the following conditions of approval:

Condition of Approval HYD-1:

The applicant shall perform all construction activities in accordance with the City's Storm Water Management and Discharge Control Rules and Regulations (SMMC 7.39), and the San Mateo Countywide Water Pollution Prevention Plan (SMCWPPP) Construction Best Management Practices

Groundwater

The project would require excavation on-site to a maximum depth of approximately 26 feet bgs. Groundwater on-site and in the vicinity have been measured at depths ranging from 10 feet to 30 feet bgs and design groundwater depth of eight feet has been recommended to be assumed for the project. Therefore, dewatering may be required during project construction. As discussed in Section 4.9 Hazards and Hazardous Materials, groundwater at the project site is contaminated with petroleum hydrocarbons and chlorinated solvents, including PCE and TCE. Accordingly, the project would be subject to the following conditions of approval:

Condition of Approval HYD-2:

(A) In accordance with the Director of Public Works Groundwater Discharge Policy (SMMC Section 7.38.150), discharge of contaminated groundwater to the sanitary sewer is only allowed on a temporary basis and will not be permitted for a period greater than 6 months. Discharges for longer than 6 months shall obtain an NPDES permit from the State Water Board to discharge to the storm drain system. Discharge of uncontaminated groundwater to the storm drain is permissible if the applicant can provide analytical data to support the claim. No discharge to the storm drain is allowed without prior approval from the Public Works Department. All discharges to the sanitary sewer (contaminated and uncontaminated) require a Waste Discharge Permit and shall comply with the City's discharge limits.

With implementation of the conditions of approval described above, the project would incorporate BMPs to reduce pollutants and sediments being discharged from runoff and would dispose of contaminated groundwater in accordance with the City's regulations to prevent impacts to surface water quality.

Post-Construction Impacts

Following project completion, the project site would be developed with approximately 33,491 square feet of impervious surfaces (99 percent) and 298 square feet of pervious surfaces (one percent). As proposed, the project would replace and create more than 5,000 square feet of impervious surfaces and would therefore be required to incorporate site design measures and implement pollutant source control measures and stormwater treatment controls to reduce pollutant loads and runoff volumes and velocities in post-construction stormwater runoff, in accordance with Provision C.3 of the MRP.

The MRP requires regulated projects to incorporate LID practices, which are intended to reduce runoff and mimic a site's predevelopment hydrology by minimizing disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. The

MRP also requires that stormwater treatment measures be properly sized, installed, operated and maintained. The project proposes to utilize self-treating areas and would direct runoff onto vegetated areas.

In addition to conformance with the Provision C.3 requirements, the project would be subject to the following conditions of approval, which are based on RWQCB requirements and City of San Mateo Standard conditions of approval and are included in the project. Because the project site is located in an exempted area, the project is not subject to hydromodification management requirements, per Provision C.3.g of the MRP.[77]

Conditions of Approval HYD-3:

In accordance with SMMC Chapter 7.39 and the San Mateo Countywide Stormwater Management Plan by reference, the applicant shall: Owner/occupant shall inspect private stormwater treatment devices and green infrastructure (GI) features in the public right-of-way at least two (2) times per year and sweep parking lots immediately prior to and once during the storm season.

(A) Adhere to the requirements and obligations identified in the stormwater treatment operation and maintenance agreement to include performing inspection, maintenance, documentation, and payment of fees.

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

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

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

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

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

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

The proposed project would not establish new groundwater sources or result in a substantial depletion of aquifers relied upon for local water supplies (Refer to Section 4.19 Utilities and Service Systems) in that local water supplies are reliant on surface water deliveries from SFPUC. While the project would dewater the site during construction activity, which would lower ground water levels surrounding the site, the dewatering process would be temporary, and would not lead to overdraft of the local aquifer. Following completion of the project construction, a portion of the treated stormwater will percolate into the soil and replenish the groundwater as intended using LID stormwater treatment methods. Accordingly, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge with mitigation incorporated. **(Less than Significant Impact)**

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

There are no waterways on the site, and the project would not substantially alter the existing drainage pattern of the site by altering the course of a waterway. The project would be required to manage erosion and sedimentation during construction in accordance with the City's Site Development Code and the Construction General Permit. Post-construction stormwater runoff from the project's impervious surfaces would be directed towards bioretention areas interspersed throughout the project site for LID treatment. In addition to filtering pollutants, the bioretention areas and media filter provide a degree of detention of the stormwater runoff and would result in a reduction of the rate of stormwater runoff entering the City's storm drainage system during the 'design storm' parameters to pre-project levels as required by Provision C.3. The project would therefore not be expected to negatively impact the capacity of the existing public storm drain system. Additionally, the project would improve the quality of stormwater runoff leaving the site and entering the City's storm drainage system. The project would not create substantial new sources of polluted runoff upon adherence to the MRP and Construction General Permit. The project would, therefore, not substantially alter the drainage pattern of the site or area in a manner which would result in on or offsite erosion, flooding, or runoff impacts. **(Less than Significant Impact)**

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

Flood Hazard

As shown in Figure 4.10-1, the project site is not located within a 100-year floodplain, the site is located within Zone X (Area of Minimal Flood Hazard). Areas within Flood Zone X have a 0.2 percent annual chance of flooding, with average depths of less than one foot or with drainage areas less than one square mile. For these reasons, there is a less than substantial risk of pollutants being released due to project inundation during a flood event. Further, as discussed in Section 4.9 Hazards and Hazardous Materials, no hazardous materials besides cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be routinely stored or used by the project, and these would be stored in accordance with existing laws and regulations.

Tsunami

As shown in Figure 4.10-2, the project site is not located within a tsunami hazard zone. Therefore, there is a less than substantial risk of pollutants being released due to project inundation during a tsunami.

Seiche

The nearest water body potentially subject to seiches is the San Francisco Bay located approximately one mile to the northeast of the project site. At this distance, there is a less than substantial risk of pollutants being released due to project inundation.

Further, as discussed in Section 4.9 Hazards and Hazardous Materials, no hazardous materials besides cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be routinely stored or used by the project, and these would be stored in accordance with existing laws and regulations. For these reasons, the project would not risk release of pollutants due to project inundation. **(Less than Significant Impact)**

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

The project site is located in the San Mateo Plain subbasin of the Santa Clara Valley groundwater basin. The San Mateo Plain subbasin has not been identified as medium- or high-priority groundwater basin by the California Department of Water Resources; therefore, a Groundwater Sustainability Plan does not need to be prepared for the subbasin per the requirements of the Sustainable Groundwater Management Act. [78] While the project would dewater the site during construction activity, which would lower ground water levels surrounding the site, the dewatering

[78] California Department of Water Resources. "Basin Prioritization". Accessed March 10, 2026. https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization.

process would be temporary, and would not lead to overdraft of the local aquifer. Thus, the proposed project would not conflict with a sustainable groundwater management plan.

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

4.11 Land Use and Planning

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to land use and planning that are applicable to this project.

State

AB 1763

AB 1763 amended the State Density Bonus Law, which encourages cities to offer bonuses and incentives to housing developers that will "contribute significantly to the economic feasibility of lower income housing in proposed housing developments." (Gov. Code § 65917.) In addition to other changes to the State Density Bonus Law, AB 1763 requires a density bonus to be provided to a developer who agrees to construct a housing development in which 100 percent of the total units are for lower income households. Such a development that is within a half-mile of a major transit stop shall receive a bonus allowing a height increase of up to three additional stories, or 33 feet. The City's Downtown Specific Plan has a normally allowed height limit of 55 feet. Under AB 1763, a qualifying development may reach a maximum height of 88 feet. The project would include six very low-income units and six moderate income units and is within a half-mile of the San Mateo Downtown Caltrain Station, qualifying the project for the State Density Bonus under AB 1763.

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified priority development areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth. [79]

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

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

to emissions reductions via goals to expand TDM initiatives that support and augment employers' commute programs.

San Mateo General Plan 2030

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

Policy	Description
LU 1.6	Facilitate housing production by carrying out the goals and policies in the Housing Element.
LU 1.7	Allow multi-family areas to develop at densities delineated on the Land Use Plan.
LU 1.8	Facilitate housing production by allowing commercial mixed use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/ industrial and parks/open space.
LU 1.10	Encourage industrial, service, retail, and office development which is compatible with the desired character of the area and with adjacent residential areas in terms of intensity of use, height, bulk and design as delineated on the Land Use Plan, Building Height Plan and Building Intensity Plan. Commercial development adjacent to residential areas shall address concerns pertaining to traffic, truck loading, trash/recycling activities, noise, visual impacts, and public safety including hazardous material storage, fire safety, air pollutant emissions and odors.
LU 1.11	Concentrate the most intense office and retail uses at locations delineated on the Land Use Plan. Discourage such uses outside the commercial nodes delineated on the Land Use Plan.
LU 1.15	Encourage developments which mix commercial retail and office uses with residential uses at locations and intensities/densities as delineated on the Land Use Plan and Building Intensity Plan.
LU 2.4	Establish downtown San Mateo as the social, cultural, and economic center of the City with a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities while encouraging pedestrian activity and bicycle connectivity to adjacent neighborhoods.
LU 2.10	Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.
LU 3.1	As the social, cultural and economic center of the City, the downtown shall maintain a wide range of office, medical, residential, entertainment, and retail uses at high intensities and densities.
LU 3.2	Protect key landmarks, historic structures, and the historic character that exists in parts of downtown as defined in the Conservation/Open Space Element.

City of San Mateo Zoning Ordinance

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

Mateo General Plan and Zoning Ordinance are closely related, and State law mandates that zoning regulations be consistent with the General Plan maps and policies.

Downtown Area Plan

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

Policy	Description
II.5	Provide adequate commercial uses to both support traditional downtown (CBD) uses as well as serve adjacent residential neighborhoods.
II.10	Facilitate housing production by allowing multi-family dwellings as part of mixed use developments in all downtown commercial and office land use categories, except areas designated service commercial and parks/open space in the General Plan.
VIII.2	Require participation in TDM measures, such as car/van pooling, car sharing, staggered work hours and transit use, as a condition of approval for projects anticipated to generate significant parking and traffic impacts.
VIII.4	Implement Downtown Area Plan policies calling for use of TDM measures, establishment of a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.

4.11.1.2 *Existing Conditions*

The project site is located within the Downtown Area Plan of San Mateo. The project site is comprised of three parcels occupied by a fast food restaurant, surface parking, a single-family residence, and a vacant gas station site. Adjacent land uses on the block include the San Mateo Japanese-American Community Center (415 S. Claremont Street), Gardener's Hall (503 E. 5th Avenue), and a commercial building at 521 E. 5th Avenue currently occupied by a daycare and preschool. Surrounding land uses include office and residential uses to the north along East 4th Avenue, an automobile service station, retail commercial, and residential uses along South Delaware Street, a lumber yard and residential uses along East 5th Avenue, and proposed residences along South Claremont Street.

The project site is currently designated as Mixed-Use High in the 2040 General Plan but because the project application was filed prior to the 2040 General Plan adoption, the project is being considered under its 2030 General Plan land use designation of Downtown Retail Core Support. The project site is zoned CBD/S (Central Business District Support).

The Downtown Area Plan generally describes the Downtown Retail Core designation as a mix of ground floor retail uses that will foster retail vitality and Downtown's pedestrian-oriented environment. The SMMC states that the purpose of the CBD District is to encourage new

development and the re-use of existing Downtown structures as a center for retail, cultural, entertainment, and community services uses. Pedestrian activity should be strongly encouraged at the ground floor level, while upper floor office and residential uses should be encouraged to promote active daytime and nighttime use of the Downtown area. The purpose of the CBD/S District is to encourage commercial uses which both support traditional Downtown uses as well as serve adjacent residential neighborhoods. Residential uses are also encouraged in order to provide housing opportunities for Downtown employees, as well as existing and future residents.

4.11.2 Thresholds of Significance

The City has adopted land use regulations and policies through the General Plan and SMMC. Projects in compliance with the General Plan, SMMC, and other applicable plans and policies, as well as projects which would not physically divide an established community, are considered to have a less than significant land use and planning impact.

4.11.3 Impact Discussion

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

a) Would the project physically divide an established community?

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

The project would redevelop the site with a new mixed-use building. The project does not propose any dividing infrastructure such as highways, freeways, or major arterials that could inhibit the access of residents to the surrounding areas. The project would not physically divide an established community. **(Less than Significant Impact)**

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

Plan Bay Area 2050

A core strategy of Plan Bay Area is "focused growth" in existing communities nearby to existing transportation resources. Plan Bay Area 2050's Growth Geographies identify a mix of locally identified Priority Development Areas, areas near high quality transit and areas of high opportunity as communities poised to accommodate additional growth. The project site is located within "San Mateo Downtown Priority Development Area" identified in Plan Bay Area 2050. The project would increase density in an existing urban environment with high access to services, jobs, and transportation. Accordingly, the project is consistent with Plan Bay Area 2050.

City of San Mateo Plans and Policies

Local land use and planning policies and regulations adopted for the purpose of avoiding or mitigating adverse environmental effects are contained in the City's General Plan. High-density office and residential uses are permitted on sites with a Downtown Retail Core Support land use designation, and CBD/S zoning districts conditionally permit mixed-use office and residential developments. As such, the proposed mixed-use office and residential development would be consistent with the planned use of the site in the General Plan. A summary of some of the applicable zoning regulations is given in Table 4.11-1, below.

Table 4.11-1: Summary of Project Consistency with Zoning District Regulations

Project Feature	CBD/S Zoning Regulations	State Density Bonus	Proposed
Maximum Floor area ratio (FAR)	3.0	--	4.95
Maximum Residential Units	39 units (50 units/acre)	78 units (100 units/acre)	72 units (94 units/acre)
Maximum Building Height	55 feet	88 feet	85 feet

As shown in Table 4.11-1, the project would be inconsistent with the standard zoning regulations of the CBD/S zoning district. However, because the project would provide six very low income units and six moderate income units, the project would qualify for a 100 percent increase on its allowable residential units via the State Density Bonus. Under AB 1763, the project is allowed an additional 33 feet above the normally allowed height limit of 55 feet (for a not to exceed height of 88 feet) given that the project is located within a half-mile of a major transit stop. Under the State Density Bonus, the applicant has also requested concessions and waivers, including exceeding the maximum allowable FAR. With applicable of the State Density Bonus and the requested concessions and waivers, the project would be consistent with the General Plan and SMMC.

The proposed project would also reinforce the goals and policies set forth in the Downtown Area Plan by facilitating housing production, providing commercial uses, and implementing TDM measures to reduce vehicle trips consistent with the C/CAG checklist. Therefore, the project would not result in environmental impacts due to a conflict with any local land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

4.12 Mineral Resources

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to mineral resources that are applicable to this project.

State

Surface Mining and Reclamation Act

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

4.12.1.2 *Existing Conditions*

The project site is located in a developed urban area of the City of San Mateo. The majority of San Mateo, including the project site, is categorized by the California Department of Conservation, Geological Survey as MRZ-1, an area where adequate information indicates that no significant mineral deposits are present, or where it's judged that little likelihood exists for their presence.[80]

4.12.2 Thresholds of Significance

No quantitative thresholds of significance for mineral resource impacts have been adopted by the City of San Mateo or other responsible agencies.

[80] City of San Mateo. General Plan EIR. P. 6-3.

4.12.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

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

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

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

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

4.13 Noise

The following discussion is based, in part, on a Noise and Vibration Assessment prepared by Illingworth & Rodkin, Inc. dated February 2026. A copy of this report is included in Appendix G.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

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

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL. [81] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

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

4.13.1.2 *Regulatory Framework*

Federal

Federal Transit Administration Vibration Limits

The Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The FTA has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.13-1 below. These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.13-1: Groundborne Vibration Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB inch/sec)		
	Frequent Event	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations	65	65	65
Category 2: Residences and buildings where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime use	75	78	83

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

State and Local

California Building Standards Code

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

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

San Mateo General Plan 2030

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

Policy	Description
N 1.1	Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 that have an exterior noise level of 60 dB (L_{dn}) or above, as shown on Figure N-1. The maximum interior noise level shall not exceed 45 dB (L_{dn}) in any habitable rooms.
N 1.2	Require an acoustical analysis for new parks, play areas, and multi-family common open space (intended for the use and the enjoyment of residents) that have an exterior noise level of 60 dB (L_{dn}) or above, as shown on Figure N-1. Require an acoustical analysis that uses peak hour L_{eq} for new parks and play areas. Require a feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB (L_{dn}) for residential uses and should not exceed 65 dB (L_{eq}) during the noisiest hour for public park uses.
N 2.1	Continue implementation and enforcement of the City's existing noise control ordinance: a) which prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and b) restricts the hours of construction to minimize noise impact.
N 2.2	Protect all "noise-sensitive" land uses listed in Tables N-1 and N-2 from adverse impacts caused by the noise generated on-site by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (L_{dn}) or greater at the common property line, or new uses which generate noise levels of 60 dB (L_{dn}) or greater at the property line, excluding existing ambient noise levels.
N 2.3	Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses that generate noise levels of 65 dB (Ldn) or above at the property line, excluding existing ambient noise levels.

Table N-1 in the San Mateo General Plan 2030 identifies normally acceptable, conditionally acceptable, and normally unacceptable noise level standards by land use. These standards are shown below in Table 4.13-2.

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

Land Use Category	Normally Acceptable[2]	Conditionally Acceptable[3]	Normally Unacceptable[4]
Residential (all densities)	50 to 59	60 to 70	Greater than 70
Hotels, Motels, and Other Lodging Houses	50 to 59	60 to 70	Greater than 70

Land Use Category	Normally Acceptable[2]	Conditionally Acceptable[3]	Normally Unacceptable[4]
Long-Term Care Facilities	50 to 59	60 to 70	Greater than 70
Hospitals	50 to 59	60 to 70	Greater than 70
Schools	50 to 59	60 to 70	Greater than 70
Multi-Family Common Open Space Intended for the Use and Enjoyment of Residents	50 to 67	--	Greater than 67

Notes:

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

Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise-reduction requirements is made and needed noise mitigation features have been included in the design.

Normally Unacceptable – New construction or development should not be undertaken.

The project site is adjacent to 521 E. 5th Avenue, which currently houses a daycare and preschool use. Based on the criteria shown in Table 4.13-2, above, this use is considered a sensitive receptor.

City of San Mateo Municipal Code

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

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

Table 4.13-3: Construction Noise Level Standards

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

Notes:

[1] Pursuant to SMMC Section 7.30.040

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

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

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

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

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

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

4.13.1.3 *Existing Conditions*

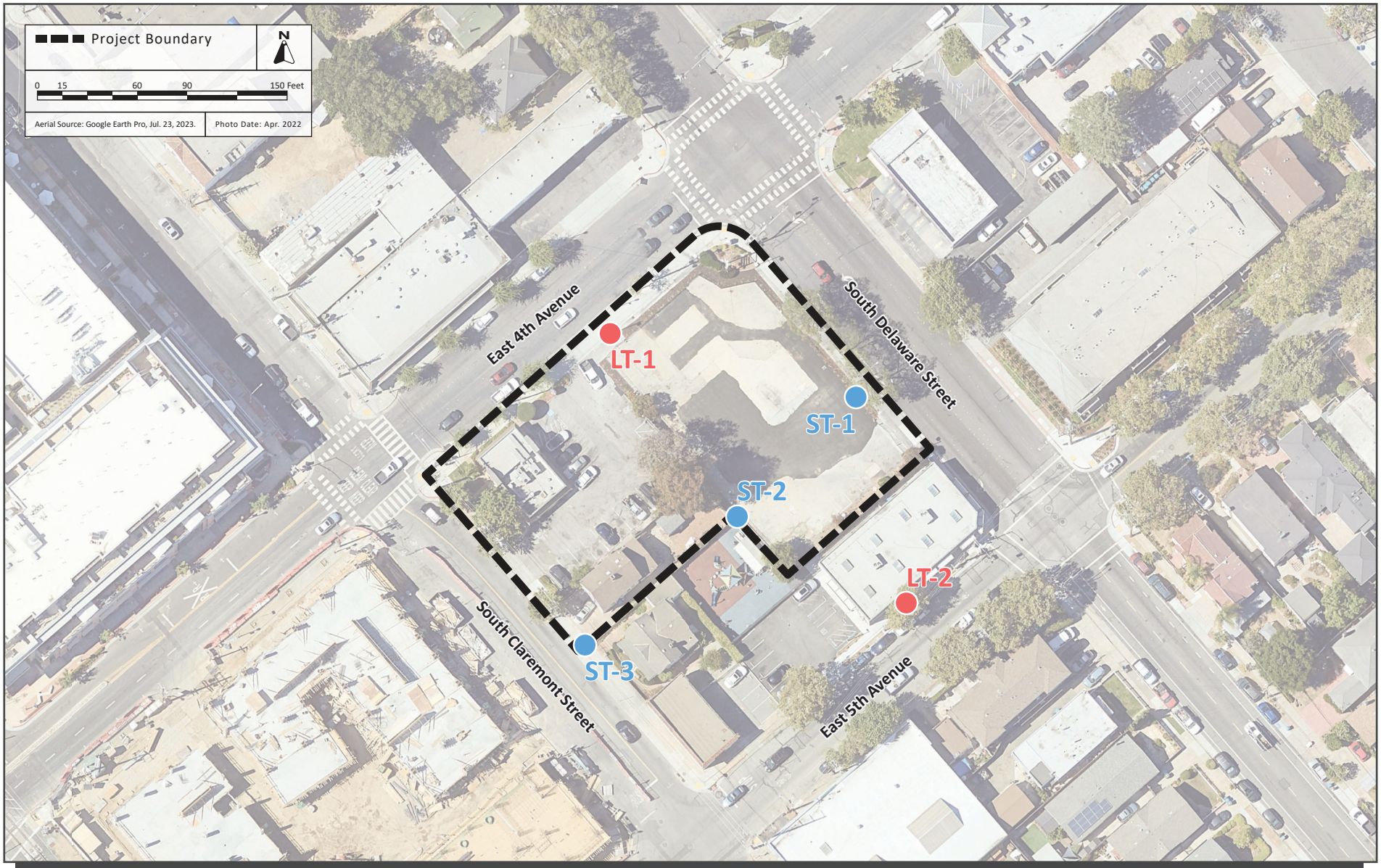
The existing noise environment at the site results primarily from vehicular traffic along East 4th Avenue and S. Delaware Street. Traffic along nearby U.S. Highway 101 (US 101) and railroad activity along the nearby UPRR/Caltrain tracks also affect the noise environment, as well as other local vehicular traffic and aircraft associated with the San Francisco International Airport. A noise

monitoring survey, which included two long-term (LT-1 and LT-2) and three short-term (ST-1 through ST-3) noise measurements, was performed at the site between Tuesday, August 1, 2023, and Thursday, August 3, 2023. The noise monitoring locations are shown in Figure 4.13-1.

The day-night average noise level (L_{dn}) for the 24-hour period of LT-1 was 68 dBA L_{dn}. The L_{dn} for LT-2 was 66 dBA L_{dn}. The three short-term noise measurements were taken on Tuesday, August 1, 2023, in 10-minute intervals between 11:40am and 12:20pm. The results of the short-term measurements are summarized in Table 4.13-4.

Table 4.13-4: Summary of Short-Term Noise Measurement Data

Noise Measurement Location	Date, Time	L_{max}	$L_{(1)}$	$L_{(10)}$	$L_{(50)}$	$L_{(90)}$	L_{eq}
ST-1	8/1/23, 11:40-11:50	91	82	67	61	55	69
	8/1/23, 11:50-12:00	81	75	69	61	56	65
ST-2	8/1/23, 12:10-12:20	78	71	63	57	53	61
ST-3	8/1/23, 11:40-11:50	81	77	73	67	63	69
	8/1/23, 11:50-12:00	78	75	71	67	64	68



NOISE MEASUREMENT LOCATIONS

FIGURE 4.13-1

4.13.2 Thresholds of Significance

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

- Construction Noise – Pursuant to SMMC Section 7.30.060, construction activities that would occur outside the permitted hours of construction (Weekdays between 7:00 a.m. and 7:00 p.m., Saturdays between 9:00 a.m. and 5:00 p.m., and Sundays and holidays between 12:00 p.m. and 4:00 p.m.) or would generate noise exceeding 90 dBA at a distance of 25 feet or beyond the property plane would have a significant construction-related noise impact.
- Operational Noise – Pursuant to General Plan Policy N 2.2, a significant operational-related noise impact would occur if a project would result in a permanent noise increase of three dBA L_{dn} or greater. Policy N 2.3 limits new commercial developments from generating noise levels of 65 dBA L_{dn} or greater at the property line. Additionally, operational noise is limited to the levels identified in Table 4.13-2 as adjusted for ambient conditions. Since daytime and nighttime ambient noise levels, as noted in Section 4.13.1.2 Existing Conditions, currently exceed SMMC standards, operational-related noise at the property plane in excess of existing ambient noise levels would be considered a significant noise impact.
- Construction Vibration: The project would be considered to have a significant construction-related vibration impact if vibration generated during construction exceeds 0.3 in/sec PPV at buildings of normal conventional construction or 0.25 in/sec PPV at historical and older buildings [82], which is the level at which vibration could cause cosmetic damage.
- Excessive Noise Level Exposure: The project would have a significant noise impact related to airport operations if construction workers and future residents would be exposed to noise levels in excess of the standards identified in Table 4.13-2.

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

4.13.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction Noise

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

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

Consistent with Section 7.30.060 of the SMMC, construction hours would be limited to 7:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 5:00 p.m. on Saturdays, and 12:00 p.m. to 4:00 p.m. on Sundays and holidays. Construction phases of the proposed project would include demolition, site preparation, grading/excavation, trenching, building construction, and paving. Equipment used

during construction activities is expected to include excavators, concrete and industrial saws, tractors, loaders, backhoes, graders, dozers, cranes, forklifts, shoring drill rigs, welders, air compressors, aerial lifts, cement and mortar mixers, pavers and paving equipment, and vibratory rollers. No pile driving is proposed. Table 4.13-5 below shows the calculated construction noise levels at a distance of 25 feet and Table 4.13-6 shows the calculated construction noise levels at the surrounding land uses.

Table 4.13-5: Estimated Construction Noise Levels at a Distance of 25 Feet

Construction Phase	Total Workdays	Construction Equipment (Quantity)	Estimated Construction Noise Level at 25 ft, dBA L_{eq}
Demolition	20	Concrete/Industrial Saw (1), Rubber-Tired Dozer (2), Tractor/Loader/Backhoe (2)	91
Site Preparation	20	Rubber-Tired Dozer (3), Tractor/Loader/Backhoe (4)	88
Grading	80	Grader (1), Rubber-Tired Dozer (2), Tractor/Loader/Backhoe (2)	90
Building Construction	310	Crane (1), Forklift (3), Generator Set (1), Tractor/Loader/Backhoe (3), Welder (3)	88
Paving	15	Paver (1), Paving Equipment (2), Roller (2)	89
Architectural Coating	15	Air Compressor (1)	80

Table 4.13-6: Estimated Hourly Average Construction Noise Levels at Receiving Property Lines, L_{eq} (dBA)

Construction Phase	East Residential (275 ft)	Northeast Residential and Commercial (150 ft)	North Commercial (210 ft)	West Office (250 ft)	Southeast Residential and Commercial (225 ft)	Future Northwest Residential and Office (125 ft)	Future Southwest Residential (215 ft)	Adjacent Community Center (85 ft)	Adjacent daycare/preschool (80 ft)
Demolition	72	77	75	73	74	79	74	82	83
Site Preparation	73	78	75	74	75	80	75	83	84
Grading	72	77	74	73	74	79	74	82	83
Building – Exterior	72	77	74	72	73	78	74	82	82
Paving	71	77	74	72	73	78	74	82	82
Building – Interior/Architectural Coating	59	64	61	60	61	66	61	69	70

As shown in Table 4.13-5 construction noise levels would intermittently range from 80 to 91 dBA L_{eq} approximately 25 feet from construction activities. Noise levels would typically range from 59 to 84 dBA L_{eq} at receiving property lines when activities are focused near the center of the project site (see Table 4.13-6). Individual pieces of equipment could potentially exceed the City's 90 dBA noise limit at a distance of 25 feet. When equipment is used within 25 feet of the project boundaries, the 90 dBA noise limit could be exceeded outside the property plane, which could impact the sensitive receptors adjacent to the project site.

Impact NOI-1: Construction of the proposed project could exceed the City's 90 dBA noise limit when individual pieces of equipment are used within 25 feet of the project boundaries.

Mitigation Measures

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

(A) Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
(B) Quieter saws, cement mixers, cranes, dozers, excavators, graders, and pavers shall be selected. No individual device or piece of equipment shall produce a noise level exceeding 90 dBA at a distance of 25 feet from the source.
(C) All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
(D) Unnecessary idling of internal combustion engines for longer than five consecutive minutes shall be strictly prohibited.

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

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

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

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

MM NOI-1.2: If the day care/preschool use located at 521 E. 5th Avenue (or other sensitive receptor use, as defined by Table 4.13-7 above) is in operation during the start of the project building construction (to be verified prior to the issuance of the project superstructure building permit) additional measures as listed below would be required to shield the adjacent sensitive receptor. These measures would not be required at 521 E. 5th Avenue if no sensitive receptors (as defined by Table 4.13-8 above) are located at 521 E. 5th Avenue at the time the project begins construction, these measures would only be required to shield the community center at 415 S. Claremont Street.

- Construct a solid plywood fence along the shared property line with the community center at 415 S. Claremont Street. A temporary eight-foot noise barrier would provide a minimum of six dBA attenuation for adjacent sensitive land uses when construction activities occur at the ground level when the loudest equipment would be used (i.e., during demolition and grading phases). This would reduce L_{eq} and L_{max} noise levels for equipment to below 90 dBA at a distance of 25 feet outside the plane when equipment operates along the project boundaries.

- Erect a temporary noise control blanket barrier with a minimum height of 12 feet at the shared property line with the community center at 415 S. Claremont Street or on scaffolding just outside the proposed building facing the shared property line during construction of the upper floors (second floor and above).

Implementation of MM NOI-1.1 and MM NOI-1.2 would reduce construction noise levels coming from the site, limit construction hours, minimize disruption and annoyance, and protect nearby sensitive receptors. The project would not result in a significant construction noise impact with implementation of these measures.

Operational Noise

Policy N 2.2 of the General Plan defines significant permanent noise increases depending on the existing noise environment. If the existing noise environment falls within the "normally acceptable" range for the receptors, a significant increase would occur if the project resulted in an increase of more than five dBA L_{dn} and the total L_{dn} exceeded the "normally acceptable" category. If the existing noise environment falls within the "conditionally acceptable" or the "unacceptable" range for the receptors, a significant increase would occur if the project resulted in an increase of more than five dBA L_{dn}. Policy N 2.3 prohibits new uses from generating noise levels of 65 dBA L_{dn} or more at the property line, excluding ambient noise levels.

Project Traffic Increase

Based on the estimated project traffic volumes (see Appendix H), the permanent noise increase due to project traffic is anticipated to be less than one dBA L_{dn}. Therefore, project traffic would not result in a permanent noise increase of five dBA L_{dn} or more at noise sensitive receptors in the project vicinity.

Mechanical Equipment

Ground-Level Mechanical Equipment

The project would include a transformer room on the southeast corner of the ground floor of the proposed building that would house two transformers up to 1,000 kilovolt amperes (kVA). Assuming the transformers run continuously during daytime and nighttime hours, the hourly average noise level for both transformers would be 67 dBA L_{dn} at one meter, and the day-night average noise level would be 73 dBA L_{dn} at one meter. With no windows in the transformer room, the building would provide about 20 d_{BA} attenuation for surrounding receptors.

The project would also include an enclosed 400 kilowatt (kW) emergency backup generator on the first level of the below-grade parking structure. Emergency generators do not typically run continuously, as they operate during emergency situations when the noise level restrictions would not typically apply. However, emergency equipment is tested monthly for a period of one hour between 7:00 a.m. and 10:00 p.m. to ensure the equipment is operating efficiently in case an

emergency occurs. During the monthly testing periods, the noise level thresholds would apply. The building wall would provide an additional 20 dBA attenuation. For all existing receptors, the noise level increase due to ground-level equipment would not be measurable or detectable (0 dBA L_{dn} increase), resulting in a less than significant impact.

Rooftop Equipment

The project would include two rooftop mechanical yards. The main mechanical yard would include 35 residential heating, ventilation, and air conditioning (HVAC) units, two energy recovery ventilators (ERV), make-up air handlers, and 16 variable refrigerant flow (VRF) condenser units. The southern mechanical yard would include 16 residential HVAC units. Each of these unit types would cycle on and off continuously during both daytime and nighttime hours. Considering worst-case conditions, this analysis assumes all rooftop equipment operates continuously each hour in a 24-hour period. Under this assumption, the main mechanical yard would generate a day-night average noise level of 91 dBA L_{dn} at three feet, and the southeast yard would generate a day-night average noise level of 82 dBA L_{dn} at three feet.

The rooftop would be surrounded by a 7.5-foot parapet, which would provide a minimum attenuation of 15 dBA for all surrounding receptors below five stories when combined with the elevation of the equipment. The parapet would provide a minimum 10 dBA attenuation for elevated receptors. For all existing receptors, the noise level increase due to rooftop equipment would not be measurable or detectable (0 dBA L_{dn} increase), resulting in a less than significant impact.

Truck Loading and Unloading

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

Assuming up to four deliveries weekly and only one delivery would occur in a given hour, the average noise levels would be 38 dBA L_{dn} at the nearest receptor, residences to the southeast, (75 feet from the center of the loading zone). This would be below the 60 dBA threshold for residential uses and, therefore, would be a less than significant impact.

Total Combined Project-Generated Noise

The operational noise levels produced by the proposed project combined (i.e., traffic, mechanical equipment, and truck loading/unloading activities) would result in an increase of less than one dBA

L_{dn} at all existing noise-sensitive receptors surrounding the project site. Therefore, the proposed project would not result in a substantial increase over ambient noise levels in the project vicinity. Further, operational noise levels would not exceed the City's daytime or nighttime thresholds at the property lines of the surrounding existing and future receptors or exceed ambient levels at the surrounding land uses. For these reasons, the project would not generate a substantial permanent increase in ambient noise levels.

As previously discussed, with implementation of MM NOI-1.1 and MM NOI-1.2, the project would not result in a substantial temporary increase in ambient noise levels. **(Less than Significant Impact with Mitigation Incorporated)**

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

Construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used in the vicinity of nearby sensitive land uses. As discussed under checklist question a), construction activities would include demolition, site preparation work, foundation work, and new building framing and finishing. Impact pile driving (which generates substantial vibration) is not proposed as a method of construction for the project.

Caltrans recommends a vibration limit of 0.5 in/sec PPV for new residential and modern commercial/industrial structures, which typically consist of buildings constructed since the 1990s. A vibration limit of 0.3 in/sec PPV is used for older residential structures, which would apply to most structures built since the 1940s. Table 4.13-7 below summarizes the distances at which these various thresholds would be met from typical pieces of construction equipment.

Table 4.13-9: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 ft. (in/sec)	Minimum Distance to Meet 0.25 in/sec PPV (feet)	Minimum Distance to Meet 0.3 in/sec PPV (feet)	Minimum Distance to Meet 0.5 in/sec PPV (feet)
Clam Shovel Drop	0.202	21	18	11
Hydromill (slurry wall) in soil	0.008	2	1	<1
Hydromill (slurry wall) in rock	0.017	3	2	2
Vibratory Roller	0.210	22	19	12
Hoe Ram	0.089	10	9	6
Large bulldozer	0.089	10	9	6
Caisson drilling	0.089	10	9	6

Loaded trucks	0.076	9	8	5
Jackhammer	0.035	5	4	4
Small bulldozer	0.003	1	<1	<1

All buildings located opposite E. 4th Avenue, S. Claremont Street, S. Delaware Street, and E. 5th Avenue would be 50 feet or more from the nearest project site boundary. At this distance, vibration levels would be at or below 0.1 in/sec PPV, which would be below all thresholds and can be presumed a less than significant impact. However, the adjacent buildings at 415 S. Claremont Street and 521 E. 5th Avenue would both be approximately five feet from the southeastern project boundary. The building at 415 S. Claremont Street is a historical building and thus, the 0.25 in/sec PPV threshold would apply. The building at 521 E. 5th Avenue is a conventional commercial building and the 0.3 in/sec PPV threshold was applied for a conservative analysis. Table 4.13-8 summarizes the vibration levels anticipated at these properties based on equipment data submitted by the project applicant.

Table 4.13-10: Vibration Levels Estimated at Adjacent Buildings

Equipment	**PPV at 25 ft., in/sec**	**415 S. Claremont St. Historical Building**	**521 E. 5th Avenue, Conventional Commercial Building**
Concrete/Industrial Saw	0.003	0.018	0.018
Rubber-Tiered Dozer	0.089	**0.523**	**0.523**
Tractor/Loader/Backhoe	0.003	0.018	0.018
Grader	0.089	**0.523**	**0.523**
Crane	0.003	0.018	0.018
Forklift	0.003	0.018	0.018
Generator Set	0.003	0.018	0.018
Welder	0.003	0.018	0.018
Paver	0.003	0.018	0.018
Paving Equipment	0.003	0.018	0.018
Roller	0.21	**1.233**	**1.233**
Air Compressor	0.003	0.018	0.018

Note: Vibration levels exceeding the applicable threshold(s) are shown in **bold**.

As shown in Table 4.13-8, the use of rubber-tiered dozers and graders within 10 feet of the adjacent historical building (415 S. Claremont Street) or within nine feet of the commercial building (521 E. 5th Avenue) would result in vibration levels exceeding the applicable thresholds of 0.25 and 0.3 in/sec PPV, respectively. Additionally, the use of vibratory rollers within 21 feet of the historical building or within 19 feet of the commercial building would result in vibration levels exceeding the applicable thresholds. Dozers would be used during the demolition, site preparation, and grading phases of construction while graders would be used only during the grading phase. Vibratory rollers

would be used during the paving phase. A second historic building is located at 503 E. 5th Avenue, approximately 45 feet from the project boundaries. Vibration levels at this building would be lower than those at 415 S. Claremont Street and thus, are not separately analyzed because impacts would be similar or less than those analyzed at 415 S. Claremont Street and the mitigation measures described below would sufficiently address any impacts at 503 E. 5th Avenue.

Impact NOI-2: Construction of the proposed project could result in vibration levels exceeding the 0.25 in/sec PPV and 0.3 in/sec PPV thresholds at the adjacent buildings at 415 S. Claremont Street, 503 E. 5th Avenue, and 521 E. 5th Avenue, respectively.

Mitigation Measures

MM NOI-2.1: To reduce the potential for construction vibration levels to exceed the 0.25 in/sec PPV threshold at the adjacent buildings at 415 S. Claremont Street and 503 E. 5th Avenue, and 0.3 in/sec PPV threshold 521 E. 5th Avenue, respectively, and cause damage to the buildings, the project applicant shall implement the following measures prior to and during demolition and construction:

- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (e.g., tracked vehicles, vibratory compaction, jackhammers, hoe rams, clam shovel drop, and vibratory roller, etc.) shall be submitted to the City by the contractor as well as a list of smaller equipment (less than 18,000 pounds) to be used near the southeastern property line.
- Smaller equipment (less than 18,000 pounds) shall be used near the property lines adjacent to the historical building to minimize vibration levels at the adjacent southeastern building (i.e., the community center at 415 S. Claremont Street) and the conventional building to the southeast (i.e., the commercial building at 521 E. 5th Avenue). For example, a smaller vibratory roller similar to a Caterpillar model CP433E vibratory compactor could be used when compacting materials within 25 feet of the adjacent historical and conventional buildings to the southeast. The smaller equipment intended to implement this requirement shall be individually identified among the list of equipment required under the above condition as the subset of equipment allowed for use at the property lines.
- Avoid dropping heavy equipment and using vibratory rollers within 25 feet of sensitive structures to the southeast. Use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 25 feet of the adjacent southeastern buildings. Select demolition methods that do not involve large impact

tools such as hoe-rams within 25 feet of the shared property line with historical and conventional buildings to the southeast. Portable jackhammers, saws, or grinders shall be used to minimize impacts to the ground.

- Where heavy, vibration-generating equipment is required within 25 feet of the adjoining buildings and smaller equipment or alternative construction methods cannot be substituted, a Construction Vibration Monitoring Plan shall be required to document conditions prior to, during, and after vibration generating demolition and construction activities. All monitoring plan tasks shall be undertaken under the direction of a licensed Professional Engineer in the State of California. Initial placement of sensors, data, and corrective actions shall be reviewed by a licensed Professional Structural Engineer in the State of California and shall demonstrate how vibration levels during demolition and construction will not exceed 0.25 in/sec Peak Particle Velocity (PPV) at the adjacent historical building (415 S. Claremont Street) and at the adjacent conventional building (521 E. 5th Avenue) directly southeast of the project site, subject to all standards and best management practices, in accordance with industry-accepted standard methods. The Construction Vibration Monitoring Plan shall include, but not be limited to, the following measures to address any potential cosmetic damage:
    - The Construction Vibration Monitoring Plan shall be submitted to the Building and Planning Division, subject to satisfaction of the Community Development Director, or his/her designee, prior to issuance of any demolition, grading, or building permits, whichever occurs first.
    - A description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.
    - A list of all construction equipment to be used and the anticipated time of duration shall be submitted by the contractor.
    - Document conditions at all structures located within 25 feet of construction site, where access is granted, prior to, during, and after vibration-generating construction activities. Perform a photo survey, elevation survey, and crack monitoring survey prior to any construction activity, at the end of each phase of construction, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures. Where the crack survey identifies damage to

adjacent buildings, the applicant shall be responsible for any repairs.

- A plan to identify structures where and when monitoring would be conducted. If vibration levels exceed the limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.
- The applicant or their designated contractor shall identify a "disturbance coordinator" responsible for registering and investigating claims of excessive vibration. The disturbance coordinator shall determine the cause of the complaint and shall require that measures be implemented to reduce the vibration impact. The applicant or their designated contractor shall conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
- A completed monitoring report and findings of the crack surveys and any repairs done shall be made available to the Building and Planning Division prior to final building inspection for the demolition and final occupancy.

Implementation of MM NOI-2.1 would reduce the vibration activities during construction by limiting the use of heavy vibration-generating equipment and requiring alternative approaches to ground-disturbing activities. Where vibration levels nonetheless result in cosmetic damage to buildings, additional measures would be implemented to restore receiving buildings to preconstruction conditions, if required. For these reasons, the project would result in a less than significant vibration impact. **(Less than Significant Impact with Mitigation Incorporated)**

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

The project site is located approximately 3.7 miles southeast of the San Francisco International Airport, the nearest airport to the project site. It is located outside of the 65 dBA CNEL/L_{dn} noise contour for the airport.[83] Therefore, the proposed project would not expose people residing or working in the project area to excessive airport-related noise levels, resulting in a less than significant impact. **(Less than Significant Impact)**

[83] City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* November 2012

4.13.4 Non-CEQA Effects

Per California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (2015) (BIA v. BAAQMD), effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San Mateo has policies that address existing noise conditions affecting a proposed project.

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

- Policy N 1.3 and Table N-1 of the City's General Plan identify exterior noise thresholds of 65 dBA L_{dn} or below as "normally acceptable" for multi-family residential uses.
- Table N-1 identifies exterior noise thresholds of 70 dBA L_{dn} or below as "normally acceptable" for office uses.
- The City and State's acceptable interior noise level standard is 45 dBA L_{dn} or less for the proposed residential land uses.
- The Cal Green Code standards specify an interior noise environment attributable to exterior sources not to exceed an hourly equivalent noise level (L_{eq} (1-hr)) of 50 dBA in occupied areas of nonresidential uses during any hour of operation.

The future noise environment at the site would continue to result primarily from vehicle traffic along S. Delaware Street and E. 4th Avenue, as well as nearby US 101 and UPRR/Caltrain activity. The project's original traffic study (see Appendix H) was completed for an earlier iteration of the proposed project which proposed to redevelop the entire block bounded by E. 4th Avenue, S. Delaware Street, E. 5th Avenue, and S. Claremont Street with a 216,000 square-foot mixed-use building with 142,000 square feet of office space, 86 residential units, and a 1,574 square-foot ground floor café. An update to the traffic study was not required for the revised project with a smaller footprint because the peak hour trips for the revised project would be less than those for the original project. Therefore, traffic volumes included in the original traffic report, which was one dBA L_{dn} along S. Delaware Street and E. 4th Avenue when compared to existing conditions, are conservatively assumed in this analysis.

Future Exterior Noise Environment

Residential Land Uses

The proposed mixed-use building would include two residential common open spaces via balconies on the fourth floor. One balcony would face E. 4th Avenue and S. Delaware Street, while the other would be located along the southeastern building façade, on the interior of the block. Assuming a minimum attenuation of 10 dBA due to the elevation above ground and the setback from the edge

of the building, future exterior noise levels would be below 60 dBA L_{dn} at the street-facing balcony. Assuming a minimum attenuation of 12 dBA due to elevation and the building façade, exterior noise levels would also be below 60 dBA L_{dn} at the balcony facing the southeastern property line. This would meet the City's exterior noise limit of 67 dBA L_{dn} for residential uses.

Office Land Uses

The proposed mixed-use building would include office balconies on the third floor facing E. 4th Avenue and S. Claremont Street. Assuming a minimum attenuation of five dBA due to elevation, exterior noise levels would be at or below 64 dBA L_{dn} at the two third-floor balconies. The proposed building would also include a balcony on the seventh floor, facing E. 4th Avenue and S. Delaware Street. Assuming a minimum attenuation of 15 dBA due to elevation and setback from the edge of the building, future exterior noise levels would be below 60 dBA L_{dn} at the seventh-floor balcony. This would meet the City's exterior noise limit of 70 dBA L_{dn} for the office uses.

The project would be compatible with the City's noise thresholds for future exterior noise environment at the project site.

Future Interior Noise Environment

Residential Land Uses

Residential units would be located on floors four through six of the proposed building. Units located along the northwestern façade would have direct line-of-sight to E. 4th Avenue, with setbacks of approximately 35 feet. At this distance, units would be exposed to future exterior noise levels up to 68 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels would reach 53 dBA L_{dn}.

Units located along the southwestern façade of the building would have direct line-of-sight to S. Claremont Street, with setbacks of approximately 40 feet. Units located along the northeastern façade would have direct line-of-sight to S. Delaware Street, with setbacks of approximately 45 feet. At these distances, units would be exposed to future exterior noise levels ranging from 64 to 67 dBA L_{dn}. Assuming windows to be partially open, future interior noise levels in these units would range from 49 to 52 dBA L_{dn}.

To meet the City and State's interior noise requirement of 45 dBA L_{dn}, implementation of noise insulation features would be required.

Conditions of Approval NOI-1:

The following conditions of approval shall be incorporated into the project to reduce interior noise levels to 45 dBA L_{dn} or less at residential interiors.

> The project applicant shall prepare final design plans that incorporate building design and acoustical treatments to ensure compliance with State Building Codes and City noise

standards. A project-specific acoustical analysis shall be prepared to ensure that the design incorporates controls to reduce interior noise levels to 45 dBA L_{dn} or lower within the residential unit and to 50 dBA $L_{eq(1\text{-}hr)}$ or lower within nonresidential interiors. The project applicant shall conform to any special building construction techniques requested by the City's Building Department, which may include but not be limited to, the following:

- Provide a suitable form of forced-air mechanical ventilation, as determined by the local building official, for all residential units on the project site, so that windows can be kept closed at the occupant's discretion to control interior noise and achieve the interior noise standards.
- Preliminary calculations indicate that all residential units facing E. 4th Avenue, S. Delaware Street, and S. Claremont Street would require windows and doors with a minimum rating up to 30 STC with adequate forced-air mechanical ventilation to meet the interior noise threshold of 45 dBA L_{dn}.

The implementation of these conditions of approval would reduce interior noise levels to 45 dBA L_{dn} or less at residential uses.

Office Land Uses

Office uses would be located on floors one, two, three, and seven of the proposed building. The nearest building façades would be set back from the centerline of S. Delaware Street by approximately 45 feet, from the centerline of E. 4th Avenue by approximately 35 feet, and from the centerline of S. Claremont Street by approximately 30 feet. At these distances, daytime hourly average noise levels would range from 60 to 67 dBA L_{eq}, with day-night average noise levels up to 68 dBA L_{dn}.

Standard construction materials for commercial uses would provide about 25 dBA of noise reduction in interior spaces. The inclusion of adequate forced-air mechanical ventilation systems is normally required so that windows may be kept closed at the occupant's discretion and would provide an additional five dBA reduction. The standard construction materials in combination with forced-air mechanical ventilation would satisfy the daytime threshold of 50 dBA $L_{eq(1\text{-}hr)}$.

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

4.14 Population and Housing

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to population and housing that are applicable to this project.

State

Housing-Element Law

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

Regional and Local

Plan Bay Area 2050

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

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

[84] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed March 5, 2026. http://hcd.ca.gov/community-development/housing-element/index.shtml.
[85] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050.* October 21, 2021. Page 20.

technical overview of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

City of San Mateo Housing Element (2015-2023)

The City of San Mateo's Housing Element was updated in May 2024. However, the project application was filed prior to adoption of the Housing Element update and therefore is evaluated under the 2015-2023 Housing Element. The City of San Mateo's RHNA for the 2014-2022 planning period included 3,100 housing units, comprised of 859 very low-income units, 469 low-income units, 530 moderate-income units, and 1,242 above moderate-income units.

San Mateo General Plan 2030

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

Policy	Description
LU 1.6	Facilitate housing production by carrying out the goals and policies in the Housing Element.
LU 1.7	Allow multi-family areas to develop at densities delineated on the Land Use Plan.
LU 1.8	Facilitate housing production by allowing commercial mixed use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/ industrial and parks/open space.
LU 1.15	Encourage developments which mix commercial retail and office uses with residential uses at locations and intensities/densities as delineated on the Land Use Plan and Building Intensity Plan.
LU 2.10	Ensure that developments optimize the development potential of property in major commercial areas such as the Downtown Retail Core and along South El Camino Real.
H 2.1	Attempt to achieve compliance with ABAG Fair Share Housing Allocation for total housing needs and for low- and moderate-income needs.
H 2.4	Encourage the provision of affordable housing by the private sector through: 1. Requiring that a percentage of the units, excluding bonus units, in specified residential projects be affordable. 2. Requiring construction or subsidy of new affordable housing as a condition for approval of any commercial development which affects the demand for housing in the City. 3. Providing density bonuses and priority processing for projects which qualify for density bonuses under State law.
H 2.5	Attempt to distribute low- and moderate-income housing developments throughout the City. Encourage the mixing of market-rate and low/moderate-income units where feasible.
H 2.12	Continue the policy of encouraging residential uses in existing commercial areas, or in locating adjacent or near transit nodes, where the residences can be buffered from noise and safety concerns and can provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City

H 2.13	Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

4.14.1.2 *Existing Conditions*

The population of San Mateo was estimated to be 104,315 people in January 2025 and the City was estimated to have a total of 43,817 housing units with an average of 2.47 persons per household.[86] Full build out of the General Plan is anticipated to grow to 119,800 people and 48,360 housing units by 2030.[87] The project site is within the City's Downtown Area Plan boundaries and is within an identified Priority Development Area of Plan Bay Area 2050.[88] The project site is currently developed with several land uses including a residence, a restaurant, and a vacant gas station. The site is surrounded by a mix of commercial, residential, and office uses.

4.14.2 Thresholds of Significance

No quantitative thresholds of significance for population and housing impacts have been adopted by the City of San Mateo or other responsible agencies.

4.14.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

[86] California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State. May 2025. Accessed July 10, 2026. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2026/

[87] City of San Mateo. *San Mateo General Plan 2030 EIR.* P. 4.2-10.

[88] Metropolitan Transportation Commission. "Priority Development Areas (Plan Bay Area 2050)." Accessed March 5, 2026. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.565230%2C-122.319314%2C17.00.

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

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

The project is located within the Downtown Area Plan which supports new development in the downtown. The project site has a Downtown Retail Core Support General Plan land use designation and is zoned CBD/S, which allows office uses and multiple-family dwellings when included as part of a mixed-use development, subject to development standards for CDB/S zoning districts (Section 27.39.020 of the Zoning Code) and affordable housing requirements as adopted by City Council resolution. The project proposes to construct 72 residential units as part of the mixed-use development. Assuming the City average household size of 2.47 people per dwelling unit, the project would increase the local population by approximately 178 residents. The project is consistent with the site's General Plan designation, which allows for high-density residential land uses such as the proposed project. For this reason, the project would not result in unplanned residential development in the City. Additionally, the project would contribute units towards the achievement of the City's RHNA allocation of 7,105 units for the period 2023 to 2031. Since the proposed project is consistent with the intended use of the site and the Downtown Area Plan, it would not result in population growth at a rate that was not planned for in the General Plan. Further, the project would be adequately served by existing infrastructure and would not extend roads or other infrastructure. For these reasons, the project would not directly or indirectly induce substantial unplanned growth in the area. **(Less than Significant Impact)**

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

The project would demolish one existing single-family residence on-site. Assuming the City's average of 2.47 persons per household,[89] would displace approximately three residents. However, the project would construct 72 new residential units, resulting in a net increase of 71 units and approximately 175 residents. For these reasons, the project would not displace a substantial number of existing people or housing. **(Less than Significant Impact)**

[89] California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State. May 2025. Accessed July 10, 2026. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2026/

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to public services that are applicable to this project.

State

Government Code Section 66477

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

Government Code Section 65995 through 65998

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

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

Local

San Mateo General Plan 2030

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

Policy	Description
LU 4.2	Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.
LU 4.8	Continue to maintain a comprehensive collection of resources and services to help the community discover, enjoy, connect and learn in an ever-changing world while offering quality library services and programs to a diverse community promoting literacy and ongoing learning.
LU 4.10	Provide Police Station facilities to meet the facility requirements through 2030.
LU 4.11	Maintain a high level of service by modernizing Fire Stations. Provide new stations and improvements to existing stations and training facilities to meet equipment, staffing, and training requirements, as well as, Essential Services Building Requirements.
LU 4.14	As a high priority, support quality public education.
LU 4.25	Continue fire apparatus replacement and maintenance programs to provide a high state of readiness.
LU 4.29	Maintain facilities, equipment, and personnel to provide an effective police force to serve existing and future population and employment as identified in the Land Use Element.
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.

City of San Mateo Parkland Dedication/Fees

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

4.15.1.2 *Existing Conditions*

Fire Protection Services

The San Mateo Consolidated Fire Department (SMC Fire) provides fire protection services in the cities of San Mateo and Foster City and the Town of Belmont. There are nine fire stations across the SMC Fire jurisdiction, six of which are within the City of San Mateo. The nearest station to the project site is Station 21, located at 120 S. Ellsworth Avenue, approximately 0.4 miles west of the site.[90] The goal for SMC Fire is to respond to 90 percent of all Priority 1 emergency calls in six minutes 59 seconds or less.[91]

[90] SMC Fire. "Our Stations". Accessed March 6, 2026. https://www.smcfire.org/
[91] SMC Fire. "Field Operations". Accessed July 10, 2026. https://smcfire.ca.gov/field-operations

Police Protection Services

The San Mateo Police Department (SMPD) provides police protection services in the City of San Mateo. The main police station for the City of San Mateo is located at 200 Franklin Parkway, approximately 2.6 miles southeast of the project site. The nearest substation is the Downtown substation, located at 545 Barneson Avenue, approximately 1.7 miles southwest of the project site. The SMPD's response time goals for all area of the City are four minutes for Priority 1 calls (immediate danger or crimes in progress), six minutes for Priority 2 calls (non-life threatening emergency in progress), and 15 minutes for Priority 3 calls (non-emergencies). [92]

Parks

The City of San Mateo has a variety of parks and recreation facilities, including 13 neighborhood parks, nine community parks, six recreation/community centers, two pools, two community gardens, the Shoreline regional park system, small "mini" parks, and more. [93] Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate parks, playgrounds, gardens and picnic areas. The nearest parks are Gateway Park (approximately 0.3 miles northeast) and Central Park (approximately 0.4 miles southwest). Gateway Park is a small park consisting of a grass field, walking paths, picnic tables, and a playground. San Mateo Central Park is a 16.3-acre park used for many of the City's signature community events such as Central Park Music Series, 4th of July in the Park, Eggstravaganza, and more. [94] The Central Park Recreation Center offers aerobic classes and rentable space for meetings and other functions. Central Park contains many recreational spaces and amenities including the Japanese Garden, Central Rose Garden, Mini Train, a baseball diamond, tennis courts, picnic areas, a playground, grass fields, and walking paths.

Schools

The City of San Mateo is served by three public school districts: the San Mateo-Foster City School District (SMFCSD) serves grades K–8; the San Mateo Union High School District (SMUHSD) serves grades 9–12; and the County Community College District serves high school graduates and anyone over 18. The project site is served by Sunnybrae Elementary School (1031 South Delaware Street, approximately 0.5 miles northwest of the project site), Borel Middle School (425 Barneson Avenue, approximately 1.5 miles south of the project site), and Aragon High School (900 Alameda de las Pulgas, approximately 1.9 miles southwest of the site). [95, 96]

[92] City of San Mateo. *San Mateo Corridor Plan and Bay Meadows Specific Plan Amendment EIR*. P. 4.9-3.
[93] City of San Mateo "Parks and Facilities". Accessed March 6, 2026. https://www.cityofsanmateo.org/559/Parks-and-Facilities
[94] City of San Mateo. "Central Park and Japanese Garden". Accessed March 6, 2026. https://www.cityofsanmateo.org/3319/Central-Park-Japanese-Garden
[95] San Mateo Union High School District. "School Locator". Accessed March 6, 2026. https://www.smuhsd.org/our-district/general-information/school-locator-and-boundaries
[96] SchoolVision Software. San Mateo-Foster City School District SchoolFinder. Accessed March 6, 2026. http://www.schfinder.com/SMFC/

Libraries and Community Centers

There are three public libraries located within the City of San Mateo. These libraries include the San Mateo Public Library (approximately 0.6 miles southwest of the site), the Marina Library (approximately 2.3 miles to the southeast of the site), and the Hillsdale Library (approximately 3.9 miles southeast of the site).

The City of San Mateo has six community centers within the city limits. The nearest of these community centers is the Central Park Recreation Center, approximately 0.4 miles southwest of the site. As previously discussed, the Central Park Recreation Center is located within San Mateo Central Park and offers aerobic classes and rentable space for meetings and other functions.

4.15.2 Thresholds of Significance

No quantitative thresholds of significance for public services impacts have been adopted by the City of San Mateo or other responsible agencies. Residential projects that pay school and park impact fees are considered to have less than significant impacts on those respective resources.

4.15.3 Impact Discussion

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

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services?

As discussed in Section 4.14 Population and Housing, the project would result in a net increase of approximately 178 residents, which is consistent with population growth projections in the General Plan. The project's office space is expected to generate approximately 330 new employees.[97] While the project would intensify use of the site, which may result in an increase in demand for fire protection services, the use of the site as a high-density office and residential development was accounted for in the General Plan, which concluded a less than significant impact to fire services from General Plan buildout given new development is required to pay building permit fees that would help fund necessary fire protection resources for the City. The proposed building would be constructed in compliance with the most recent California Building Code and California Fire code to ensure the building is fire-safe. With the adherence to all required building permit fees and Building Code, the project would not by itself result in the need for new or physically altered facilities and services from SMC Fire. **(Less than Significant Impact)**

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?

While the project would intensify use of the site, which may result in an increase in demand for police protection services, the use of the site as a high-density office and residential development was accounted for in the General Plan. The General Plan EIR noted that buildout of the General Plan through 2030 would result in an incremental increase in demand upon police protection services that could be accommodated by implementation of General Plan policies LU 4.29 and LU 4.30 and the payment of impact fees by private developers. The project would not by itself cause a need for new or physically altered police protection facilities. For these reasons, the project would not result in a significant impact associated with the need for new or physically altered police protection facilities. **(Less than Significant Impact)**

[97] Office uses typically generate one employee per 300 square feet of office space. 99,025 proposed square feet office space ÷ 300 square feet/employee = 330

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?

Based on the San Mateo-Foster City School District's student generation rates of 0.04 student per apartment unit and 0.7 students per BMR unit, the proposed residential units would generate approximately 11 new students within the San Mateo-Foster City School District.[98, 99] Using the San Mateo Union High School District's student generation rate of 0.10 high school students per multi-family residential unit, the project would generate approximately eight new students at San Mateo High School.[100] Enrollment at Sunnybrae Elementary for the 2024-2025 school year, the most recent year for which data is available, was 346 students with a capacity of 832 students and enrollment at Borel Middle was 903 students with a capacity of 1,134 students.[101, 102] Aragon High had an enrollment of 1,656 students for the 2025-2026 school year,[103] and the capacity is set by the San Mateo Union High School District each year.[104] Adequate capacity exists at the school facilities that serve the project site, and no new or expanded school facilities would be required to accommodate students generated by the project.

Additionally, State law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect under CEQA on the adequacy of school facilities as the payment of a school impact fee prior to issuance of a building permit. The affected school district(s) are responsible for implementing the specific methods for mitigating school effects under the Government Code, including setting the school impact fee amount consistent with State law. The school impact fees and the school districts' methods of implementing measures specified by Government Code Section 65996 would partially offset project-related increases in student enrollment. The project would be required to pay school impact fees pursuant to Government Code section 65996 which would reduce impacts to public school facilities **(Less than Significant Impact)**

[98] San Mateo-Foster City School District. *Level I Developer Fee Study for San Mateo-Foster City School District.* August 6, 2020.
[99] 60 apartment units (0.04 students/unit) + 12 BMR units (0.7 students/unit) = 10.8
[100] Decision Insight. *Residential Development Report, Student Generation Rate for San Mateo Union High School District 2022*. Published August 6, 2021.
[101] California Department of Education. DataQuest Home. Enrollment Report. 2024-25 Enrollment. Accessed March 6, 2026. DataQuest (CA Dept of Education)
[102] Ruffo, Amy. Director Facilities and Construction, San Mateo-Foster City School District. Personal Communication. February 10, 2022.
[103] Aragon High School. *School Profile 2025-2026 School Year*. Accessed March 6, 2026. https://resources.finalsite.net/images/v1757446666/smuhsdorg/pyg1y7kwmjrmcauiysym/SchoolProfile2025-2026.pdf
[104] Aragon High School. *Self Study Report*. March 11-13, 2024. https://resources.finalsite.net/images/v1763482878/smuhsdorg/noygbvfpvkm3uruswatd/WASC-2.pdf

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

California Government Code Section 66477, or the Quimby Act, outlines fees and/or amounts of parkland to be dedicated as a condition of approval for new residential developments. The proposed project would generate approximately 178 residents in comparison with existing conditions. Future residents of the proposed project could reasonably be expected to utilize park and recreation facilities in the vicinity of the site, such as Central Park and Gateway Park. As such, the demand on existing facilities would be increased by the proposed project. However, the dedication of parkland or payment of in-lieu fees under the Quimby Act provisions would facilitate the acquisition of parkland or improvement of parks in San Mateo consistent with General Plan goals.

The following condition of approval would be implemented by the project to ensure the project does not result in significant impacts to park facilities in the City:

Condition of Approval PS-1:

- The applicant shall pay a park impact fee (SMMC Section 13.05.070) or a fee in-lieu of dedication of lands for park and recreation purposes (park in-lieu fee) (SMMC Chapter 26.64). The final fee shall be determined upon approval of the final map for the park in-lieu fee or prior to the issuance of the building permit for the park impact fee. The park in-lieu fee shall be paid prior to the release of the final map for recordation and the park impact fee shall be paid prior to the issuance of the building permit. If a project with an approved tentative map is issued a building permit prior to the approval of the final map, the applicant shall be subject to the payment of the park impact fee only prior to the issuance of the first building superstructure permit.

With payment of in-lieu fees for park and recreation purposes as required by the SMMC, the project would have a less than significant impact on existing park and recreation facilities in San Mateo. **(Less than Significant Impact)**

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities?

It can be reasonably expected that new residents of the proposed project would utilize nearby libraries and community centers. The demand on libraries and community centers in the area would

only be marginally increased as a result of the approximate 178 new residents. However, demand for these facilities is not anticipated to necessitate the construction of new facilities, or expansion of existing facilities, to accommodate future residents of the project. Additionally, the City is in process of updating its library services through the San Mateo Public Library Strategic Plan, which will build and expand existing library facilities and employ resources in new ways to ensure equitable access. For these reasons, libraries and community centers in San Mateo would be equipped to provide services to new residents of the proposed project. **(Less than Significant Impact)**

4.16 Recreation

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to recreation that are applicable to this project.

State

Government Code Section 66477

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

San Mateo General Plan 2030

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

Policy	Description
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, formal and informal uses and that are accessible for all residents, and meet existing and future recreation needs.
C/OS 13.1	Maintain the park system by a set of maintenance standards that reflect community values and in a manner that maintains, promotes, and optimizes positive use, and prevents degradation of facilities and ensures that particular equipment and facilities are maintained in a safe condition.
C/OS 14.1	Acquire or accept for dedication parkland acreage in accordance with the Park and Recreation Facility Standards.
C/OS 16.5	Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services.

San Mateo Municipal Code Chapters 27.38.130 and 27.38.090 Central Business District

Residential development standards per SMMC 27.38.130 identify the required open space provided by private usable open space per dwelling unit and common usable open space. Commercial open space requirements are described in SMMC 27.38.090 for providing shaded and unshaded open space to employees of the building's office uses.

City of San Mateo Parkland Dedication/Fees

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

4.16.1.2 *Existing Conditions*

The City of San Mateo has a variety of parks and recreation facilities, including 13 neighborhood parks, nine community parks, six recreation/community centers, two pools, two community gardens, the Shoreline regional park system, small "mini" parks, and more.[105] Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate parks, playgrounds, gardens and picnic areas. The nearest parks are Gateway Park (approximately 0.3 miles northeast) and Central Park (approximately 0.4 miles southwest). Gateway Park is a small park consisting of a grass field, walking paths, picnic tables, and a playground. San Mateo Central Park is a 16.3-acre park used for many of the City's signature community events such as Central Park Music Series, 4th of July in the Park, Eggstravaganza, and more.[106] The Central Park Recreation Center offers aerobic classes and rentable space for meetings and other functions. Central Park contains many recreational spaces and amenities including the Japanese Garden, Central Rose Garden, Mini Train, a baseball diamond, tennis courts, picnic areas, a playground, grass fields, and walking paths.

4.16.2 Thresholds of Significance

No quantitative thresholds of significance for recreation impacts have been adopted by the City of San Mateo or other responsible agencies. Residential projects that dedicate land and/or pay park impact fees are considered to have less than significant impact on park facilities.

[105] City of San Mateo "Parks and Facilities". Accessed March 6, 2026. https://www.cityofsanmateo.org/559/Parks-and-Facilities
[106] City of San Mateo. "Central Park and Japanese Garden". Accessed March 6, 2026. https://www.cityofsanmateo.org/3319/Central-Park-Japanese-Garden

4.16.3 Impact Discussion

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

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

The proposed project would marginally increase the use of existing neighborhood and regional parks and recreational facilities in San Mateo. As discussed in Section 4.14 and Section 4.15, the project would generate approximately 178 additional residents and 330 employees. Future residents and employees of the proposed project could reasonably be expected to utilize nearby parks such as Central Park and Gateway Park to meet their recreational needs. As discussed in Section 4.15 Public Services, parkland dedications and/or in-lieu fees would be applied to the proposed project to offset the additional demand on existing facilities. It is not anticipated that the additional demand placed on existing park and recreational facilities would result in substantial physical deterioration of these facilities. Park fees collected from the project would be used to maintain and upgrade affected park facilities, as necessary. Thus, the impact would be less than significant. **(Less than Significant Impact)**

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project includes private amenities for future employees and residents of the proposed project such as balconies and roof decks. Construction and operation of these amenities have been analyzed throughout this Initial Study in the context of the overall development proposed by the project. Additionally, the recreational needs of future employees of residents would be partially offset by these proposed facilities, and the marginal increase in demand for neighborhood and regional parks would not require the construction or expansion of off-site recreational facilities that could have an adverse effect on the environment. Therefore, the recreational facilities proposed by the project would not have an adverse physical effect on the environment. **(Less than Significant Impact)**

4.17 Transportation

The following discussion is based, in part, on a Transportation Impact Analysis prepared for the project by Fehr & Peers, dated October 2024 and a Supplemental Memorandum also dated October 2024. Copies of these reports are included as Appendix H.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to transportation that are applicable to this project.

State

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by the Governor's Office of Land Use and Climate Innovation (LCI) [107] to implement a VMT policy by July 1, 2020.

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

Regional and Local

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

[107] Formerly known as the Governor's Office of Planning and Research (OPR)

Congestion Management Program

The City/County Association of Governments of San Mateo County (C/CAG) works on issues that affect the quality of life in general: transportation, air quality, stormwater runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. C/CAG, as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the MTC planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program.[108]

San Mateo County Comprehensive Bicycle Route Plan

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

San Mateo General Plan 2030

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

Policy	Description
C 1.3	Minimize the impact of new development on local streets. When warranted, construct improvements on local streets consistent with the City's Neighborhood Traffic Management Program.
C 2.1	Maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all intersections within the City.
C 2.4	Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
C 2.5	Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development project are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.

[108] C/CAG of San Mateo County. "Congestion Management". 2017.

C 2.7	In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic, if: a. The level of service at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project traffic is added, and b. An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and c. The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.
C 4.5	Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.
C 6.1	Increase mode share for pedestrian and bicycle travel, for trips of one mile or less, by regularly updating and implementing plans for sustainable transportation infrastructure including the Bicycle Master Plan and the Pedestrian Master Plan. Additional potential supportive actions to increase mode share are detailed in the Climate Action Plan.
C 6.5	Concentrate future development near rail transit stations in the City's designated TOD areas by collaborating with partners to provide incentives for development and transportation demand management within TOD areas, and encouraging developments within Transit Oriented Development Areas (TOD) to maximize population and employment within allowable zoning limits, consistent with direction from the City's Climate Action Plan.

City of San Mateo Transportation Impact Analysis Guidelines

The City's Transportation Impact Analysis (TIA) Guidelines, adopted August 2020, were developed to address the requirements of SB 743 to use VMT as the threshold for evaluating CEQA transportation impacts. The TIA Guidelines establish VMT thresholds of significance and screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA. The relevant screening criteria are described below:

- High Quality Transit Area – Projects located within a half mile of an existing or planned high-quality transit corridor or major transit station are presumed to have a less than significant impact if they also meet the following additional criteria: 1) is high density (minimum floor area ratio [FAR] of 0.75), 2) does not exceed parking requirements, 3) is consistent with MTC's Sustainable Communities Strategy (SCS), and 4) does not replace affordable housing units with a smaller number of moderate – or high-income residential units.

City of San Mateo Bicycle Master Plan

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

The City has recently undergone a process to update the Bicycle Master Plan. The draft version of the updated Plan was released in February 2020 and contained an updated list of proposed bicycle facilities. Along the project frontage, 5th Avenue is proposed for a Class II bike lane. The 2020 Bicycle Master Plan was adopted by City Council on April 6, 2020.

City of San Mateo Pedestrian Plan

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

City of San Mateo Sustainable Streets Plan

The City of San Mateo finalized its Sustainable Streets Plan in February of 2015; this Plan is not formally adopted so it serves as a guideline only. The Plan outlines the City's vision of a transition to a citywide roadway network that caters to all forms of transportation, emphasizing a shift in focus from automobiles to alternative forms of transportation. The Plan addresses street classification systems, street design guidelines, transportation system performance measures, and transportation demand management for future development within San Mateo. Included within the Plan are transportation demand management recommendations for new development within the Downtown Area Plan boundaries.

4.17.1.2 *Existing Conditions*

Roadway Network

Regional access to the project site is provided via State Route 82 (El Camino Real) and US 101. Local access is provided via 3rd Avenue, E. 4th Avenue, E. 5th Avenue, S. Claremont Street, and S. Delaware Street. These local roadways are described below.

3rd Avenue is a two-way east-west street with one to two travel lanes in each direction. Between S. Delaware Street and S. Claremont Avenue, 3rd Avenue has two travel lanes in both directions. To the east of E. Delaware, 3rd Street becomes a westbound one-way street with two to three travel lanes, and it is one of the primary arterials connecting downtown San Mateo to US 101.

East 4th Avenue is a two-way east-west street with one to two travel lanes in each direction. Between S. Delaware Street and S. Claremont Avenue, E. 4th Avenue has two travel lanes in the eastbound direction and one travel lane in the westbound direction. To the east of E. Delaware Street, E. 4th Avenue becomes an eastbound one-way street with two travel lanes, and it is one of the primary arterials connecting downtown San Mateo to US 101.

East 5th Avenue is a two-way east-west street with one travel lane in each direction.

South Claremont Street is a two-way north-south street with one travel lane in each direction.

South Delaware Street is a two-way north-south street with two travel lanes in each direction adjacent to the project site.

Pedestrian Facilities

Sidewalks are provided on all streets in the vicinity of the project site. The intersections of S. Delaware Street and E. 4th Avenue, S. Claremont Street and E. 4th Avenue, and S. Delaware Street and E. 5th Avenue are signal controlled with marked crosswalks. The intersection at S. Claremont Street and E. 5th Avenue is unsignalized with all way stops without marked crosswalks. Sidewalks adjacent to the project site range from five to 15 feet wide.

Bicycle Facilities

Existing bicycle facilities near the project site include Class II bike lanes[109] on E. 5th Avenue west of S. Delaware Street, and Class III bike routes[110] on S. Claremont Street. Additionally, there are Class II bike lanes on S. Delaware Street south of E. 5th Avenue. The City of San Mateo, through the 2020 Bicycle Master Plan, has proposed a Class III bicycle boulevard on S. Claremont Street, a Class II buffered bike lane on S. Delaware Street south of E. 5th Avenue, a Class IV separated bike lane[111] on S. Delaware Street between E. 5th and E. 3rd Avenues, a Class II bike lane on E. 5th Avenue (west of Delaware Street) and a Class III bicycle boulevard on E. 5th Avenue (east of Delaware Street), and Class IV separated bike lane on E. 4th Avenue (east of Delaware Street). The existing and planned bicycle facilities in the project vicinity are shown in Figure 3.17-1, below.

Transit Service

SamTrans is the primary regional and local transit provider within San Mateo County, serving all Caltrain regional rail stations within the county and major transit transfer points for Santa Clara, Alameda, and San Francisco counties. The nearest SamTrans station to the project site is located at the corner of E. 4th Avenue and S. Delaware Street. This station, and other nearby transit facilities are shown in Figure 3.17-2.

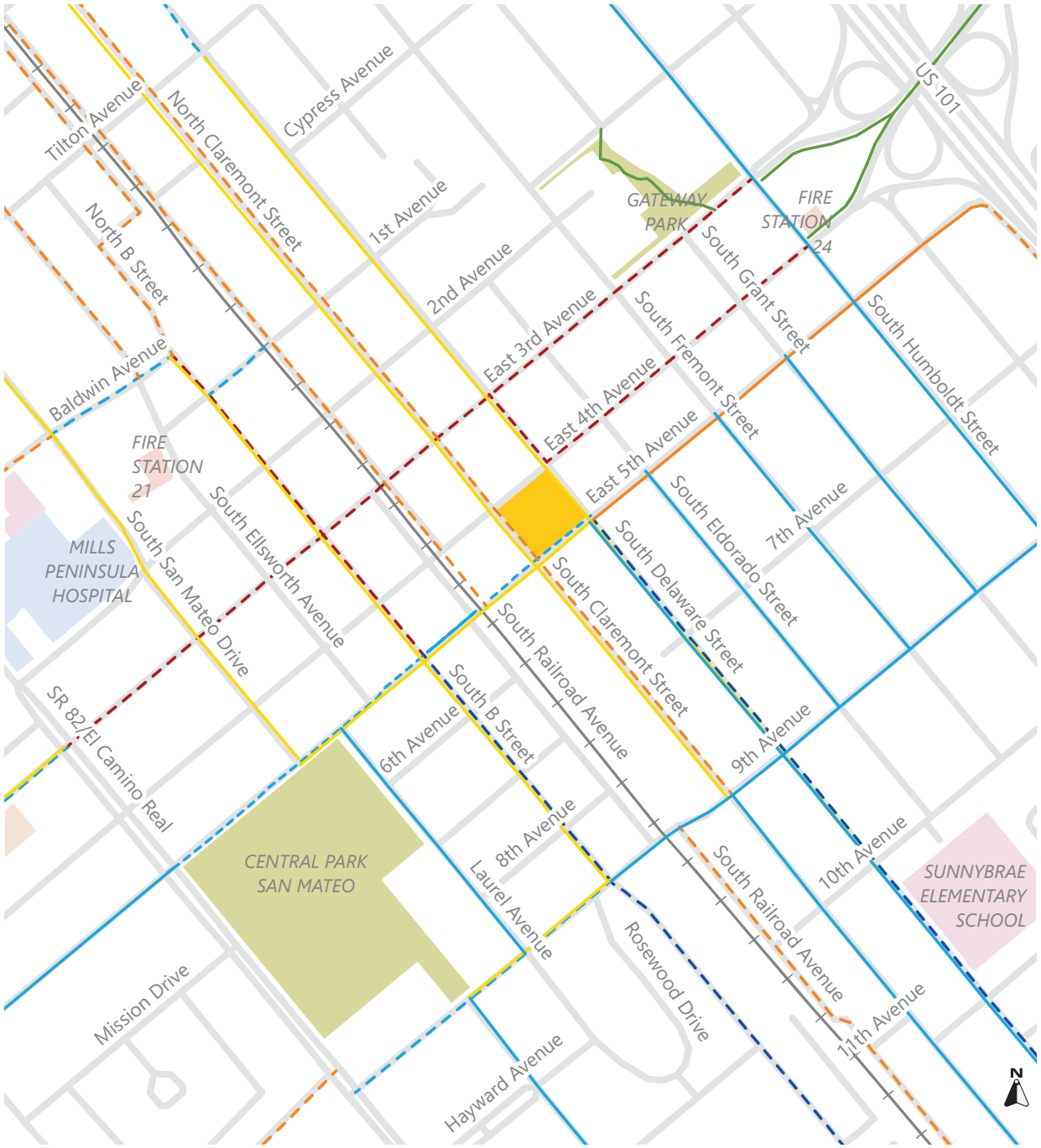
The nearest Caltrain station is San Mateo Downtown Station, located at Railroad Avenue and 1st Avenue, less than 0.5 miles north of the project site. Caltrain runs through the length of the Peninsula and provides regional rail service, connecting San Mateo with destinations in San José

[109] Class II bike lanes are lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage.
[110] Class III bike routes/bike boulevards are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bicycle right-of-way or lane striping.
[111] Class IV cycle tracks/protected bike lanes provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic with devices including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.

and San Francisco. Caltrain also offers connections with Bay Area Rapid Transit (BART) at Millbrae Station, which provides service to the East Bay via San Francisco.

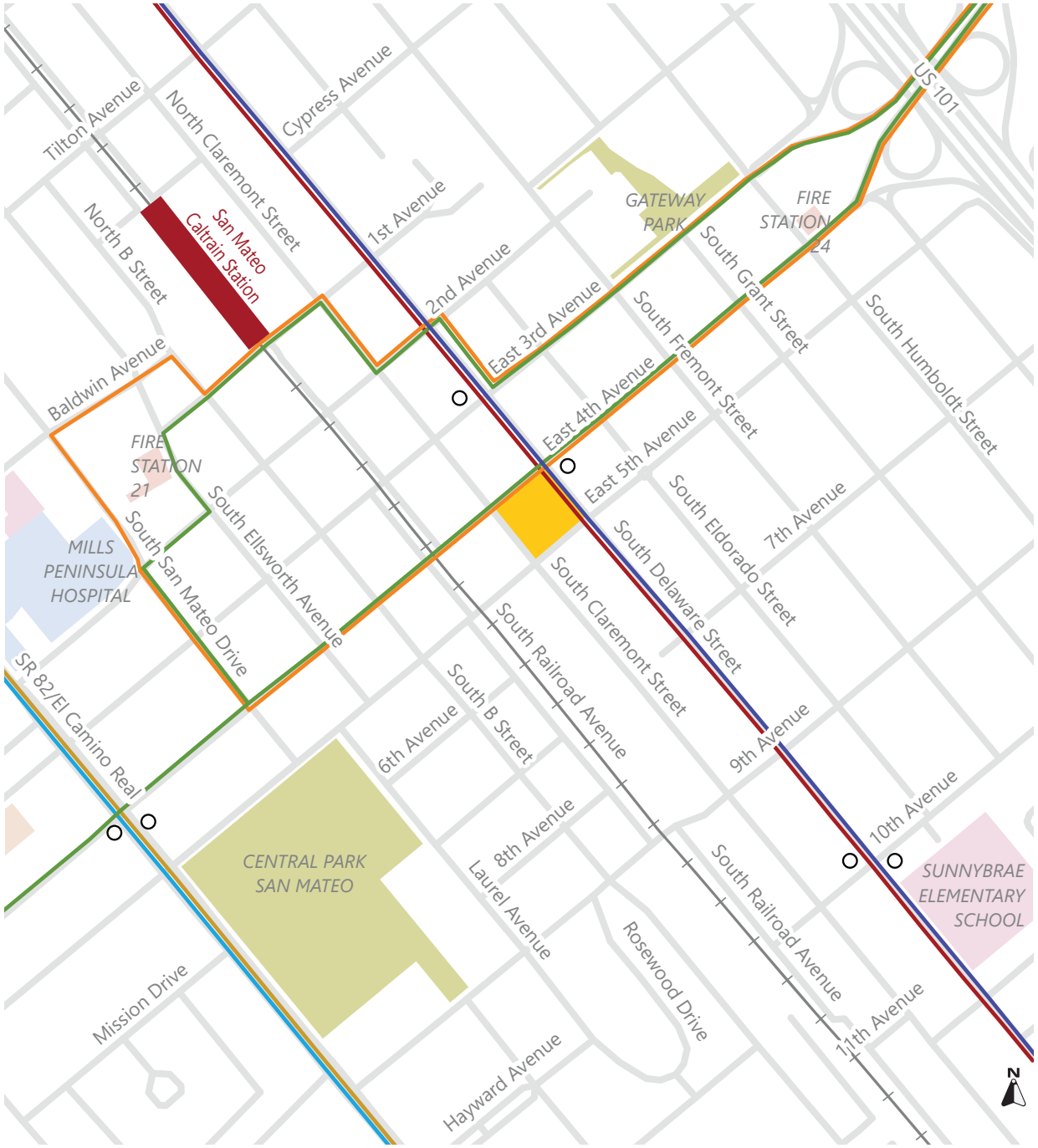
4.17.2 Thresholds of Significance

The City's adopted TIA Guidelines establish VMT thresholds of significance and screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA. As previously discussed in Section 4.17.1.1 Regulatory Framework and further discussed in Section 4.17.3 Impact Discussion, the project was evaluated against the City's High-Quality Transit Area screening criteria. Transportation safety and design criteria are based on statewide guidance from sources such as the Caltrans' Highway Design Manual (HDM) and the California Manual on Uniform Traffic Control Devices.



Source: Fehr & Peers, October 25, 2024.

EXISTING AND PROPOSED BICYCLE FACILITIES | FIGURE 4.17-1



Source: Fehr & Peers, October 25, 2024.

EXISTING TRANSIT ROUTES | FIGURE 4.17-2

4.17.3 Impact Discussion

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

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?

Transit

The project would not have any direct impacts on transit facilities or public access to transit. The project is estimated to generate approximately 610 daily trips or fewer by walking, bicycling, or transit given its proximity to downtown San Mateo and high-quality transit services such as Caltrain and SamTrans.[112] New transit trips could be accommodated by existing nearby transit routes and services. Development of residential and commercial uses near existing transit is consistent with Plan Bay Area 2050, as described further below.

Roadways

The project would not alter the existing roadways, with the exception of the pedestrian facility improvements described below. Consistent with General Plan policy C 2.4, the project would be required to pay a transportation improvement fee to help fund off-site roadway improvements. Therefore, the project would not conflict with any programs, plan, ordinance, or policy addressing roadways such as the CMP or General Plan. The project's consistency with SB 743 is discussed under Checklist Question b), below.

[112] The walking, bicycling, and transit generation estimate was based on a prior version of the project that included more office space, more residential units, and a ground-floor café/amenity space. This estimate represents a higher and more conservative estimate than what would be anticipated for the proposed project.

Bicycle Facilities

The project would provide 90 long-term bicycle parking spaces and 12 short-term bicycle parking spaces. The long-term bicycle parking spaces would be provided via storage rooms on the first basement level for office workers and on the fourth, fifth, and sixth floors for residents. The short-term bicycle parking would be provided via bike racks along the perimeter sidewalks of the proposed building. Provision of bicycle parking is consistent with General Plan policy C 6.1. The project would not conflict with any of the existing or proposed bicycle lanes in the vicinity and would not obstruct implementation of the City's Bicycle Master Plan.

Pedestrian Facilities

Per General Plan Policy C 4.5, the City requires that new developments provide sidewalks and wheelchair ramps where lacking and repair or replace damaged sidewalks. The project would include a bulb-out at the project corner of the 4th Avenue and S. Claremont Street intersection to improve pedestrian safety by shortening the crosswalk length. The project would also restripe the crosswalks at the intersections of 4th Avenue and Delaware Street and 4th Avenue and S. Claremont Street. These features would improve pedestrian safety in the project vicinity. Implementation of such improvements is consistent with the City's Pedestrian Plan and General Plan policies C 4.5 and C 6.1.

Plan Bay Area 2050

A core strategy of Plan Bay Area is "focused growth" in existing communities nearby to existing transportation resources. Plan Bay Area 2050's Growth Geographies identify a mix of locally identified Priority Development Areas, areas near high quality transit and areas of high opportunity as communities poised to accommodate additional growth. The project site is located within "San Mateo Downtown Priority Development Area" identified in Plan Bay Area 2050. The project would increase density in an existing urban environment with high access to services, jobs, and transportation, which would reduce emissions associated with transportation. Accordingly, the project is consistent with Plan Bay Area 2050.

For these reasons, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. **(Less than Significant Impact)**

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The LCI technical advisory and the City of San Mateo TIA Guidelines establish screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA and are not required to prepare further VMT analysis. The following discussion evaluates the project's eligibility to be screened from a VMT analysis per the High-Quality Transit Area screening criteria contained in the City's TIA Guidelines.

The project would be located less than a half-mile from the Caltrain San Mateo Downtown Station. The project also has a floor area ratio of 4.95, does not provide more than the minimum parking required by the City of San Mateo, it is consistent with MTC's SCS, and would not demolish any existing affordable residential units. The project is consistent with the SCS's goals of building affordable housing, creating healthy and safe streets by building a complete streets network, and reducing climate emissions by 1) providing land use growth and provides affordable housing near high quality transit, and 2) promoting alternative modes of travel (walking/biking) through improvements like enhanced sidewalks and bicycle parking. Therefore, the project would qualify for the High-Quality Transit screening criteria. For these reasons, the project is presumed to have a less than significant VMT impact. **(Less than Significant Impact)**

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Driveway Sight Distance

Access to the proposed below-grade parking garage would be provided along S. Claremont Street. South Claremont Street is generally straight and has low travel speeds within the project vicinity. The roadway is free from visual obstructions, other than on-street parking. The HDM states that corner sight distance requirements should not be applied to urban driveways unless they are signalized. Additionally, the HDM mentions that "if parking is allowed on the major road, parking should be prohibited on both sides of the driveway per the CA MUTCD, 3B.19."12 CA MUTCD 3B.19 states that parking should be prohibited six feet away from a crosswalk or curb return. Consistent with the HDM, the project would include red curb to the north and south of the proposed driveway to prohibit on-street parking that would obstruct visibility for vehicles turning out of the driveway.

Loading and Garbage Trucks

The project would include a 69-foot-long, on-street loading area north of the proposed driveway along S. Claremont Street. Garbage trucks would be able to complete trash collection in this loading zone, although the rear of the vehicle may extend into the southbound lane of S. Claremont Street during trash pickup. Given the low volumes along this block of S. Claremont Street and lack of roadway curves and obstructions, trashing loading activities would not create hazardous conditions for people driving if they need to pull into the opposing lane to pass a loading garbage truck.

In summary, the project would not create or worsen any existing roadway hazards. The project does not propose altering the existing roadway network and does not propose any incompatible uses. **(Less than Significant Impact)**

d) Would the project result in inadequate emergency access?

The project would not alter the existing roadway conditions or otherwise impede emergency vehicle access. **(Less than Significant Impact)**

4.17.4 Non-CEQA Effects

While the evaluation of project CEQA impacts on the transportation system is based on vehicle miles traveled (VMT), in accordance with City of San Mateo's 2020 Transportation Impact Analysis (TIA) Guidelines, the following discussion is included for informational purposes because General Plan Policy C 2.1, C 2.5 and C 2.7 require site-specific transportation impact analysis for development projects that may result in an adverse condition or effect on the roadway system. Per the City's 2020 TIA Guidelines, the Local Transportation Analysis shall include an analysis of traffic operations.

Trip Generation

Vehicle trip estimates for the project were developed using the trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition for "General Office" (Land Use 710), "Multifamily Housing Low-Rise" (Land Use 220), and "Strip Retail Plaza" (Land Use 822). The EPA's trip generation methodology known as MXD was used to adjust these trip generation estimates to account for the built environment surrounding the project site. These MXD trip generation rates consider the mixed-use nature of the project and its proximity to transit and downtown San Mateo's amenities, services, and residential uses. Trip reductions from internal capture represent trips between the two project land uses (e.g., residents who may work in the office space). Trip reductions were also considered for walking and biking trips. Additionally, trip reductions from the project site's existing uses were also subtracted from the project's trip generation estimates. Trips from existing uses were collected using driveway counts.

The trip generations presented in Table 4.17-1 were based on an earlier iteration of the proposed project which proposed to redevelop the entire block bounded by E. 4th Avenue, S. Delaware Street, E. 5th Avenue, and S. Claremont Street with a 216,000 square-foot mixed-use building with 142,000 square feet of office space, 86 residential units, and a 1,574 square-foot ground floor café. The project has since been reduced in size and no longer includes a ground floor café. In a supplemental memorandum (Appendix H), Fehr & Peers concluded that the current proposed project would result in fewer trips than originally estimated. Therefore, the trips shown in Table 4.17-1 are a conservative estimate and the actual number of trips that would be generated by the proposed project would be fewer.

Table 4.17-1: Project Vehicle Trip Estimates

Land Use	Size[1]	Daily Trips	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Proposed Project								
General Office Building	138 KSF	1,496	185	25	210	34	165	199
Multifamily Low-Rise	86 DU	580	8	26	34	28	16	44

Land Use	Size[1]	Daily Trips	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Strip Retail Plaza	1.6 KSF	87	2	2	4	6	6	11
Internal Capture		-52	-6	-2	-8	-3	-7	-10
Walk/Bike/Transit		-610	-56	-15	-71	-18	-50	-68
Proposed Project Subtotal		1,501	133	36	169	47	130	176
Existing Uses								
Fast Food Restaurant		552	7	9	16	31	34	65
Childcare Center*		177	19	15	34	18	23	41
Community Organization*		35	0	0	0	4	4	8
Existing Uses Subtotal		763	26	24	50	53	61	114
Net New Trips		738	107	12	119	-6	69	62

[1]DU=dwelling unit, KSF=1,000 square feet

*Previously proposed for demolition, now proposed to be retained.

Intersection Levels of Service

Level of service (LOS) describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at a LOS A experience very little delay, while those using a facility that operates at a LOS F will experience long delays. The following six intersections were analyzed for the project:

- 3rd Avenue and S. Claremont Street
- 3rd Avenue and S. Delaware Street
- E. 4th Avenue and S. Claremont Street
- E. 4th Avenue and S. Delaware Street
- E. 5th Avenue and S. Claremont Street
- E. 5th Avenue and S. Delaware Street

Five of the six study intersections are signalized, while the E. 5th Avenue and S. Claremont Street intersection is an all-way stop-controlled intersection. The San Mateo General Plan, through the TIA Guidelines, requires the City to maintain a LOS no worse than mid LOS D (or LOS E for unsignalized intersections), average delay of 45.0 seconds, as the acceptable LOS for all signalized intersections within the City. Adverse traffic operations are to be noted if an intersection operating at acceptable LOS is triggered to operate at unacceptable levels of service (from mid LOS D or better to E or F for signalized intersections and from E or better to F for unsignalized intersections) or increases in the

average delay for a signalized intersection that is already operating at unacceptable LOS by 4.0 seconds or more.

Intersection LOS conditions were calculated for existing conditions, opening year conditions, and cumulative conditions. Opening year conditions reflect the anticipated transportation conditions at the time of the occupancy of the proposed project. Opening year conditions include traffic volumes added by nearby developments that have been approved but not yet completed or occupied near the project site. Cumulative conditions reflect estimated future traffic volumes in 2040. Future traffic volume forecasts were developed using estimates from the City of San Mateo Travel Demand Model 2040. A summary of the intersection LOS analysis is shown below in Table 4.17-2. As shown in Table 4.17-2, the study intersections would continue to operate at acceptable levels with implementation of the proposed project, with the exception of the E. 4th Avenue and S. Delaware Street intersection. This intersection would exceed the 45 second delay threshold under cumulative conditions with or without the project. The project by itself would not cause an intersection to operate below the City's acceptable standards. Additionally, as previously discussed, the LOS analysis was based on a prior version of the project that included more office space and residential units and a ground-level café. The current proposed project would have a lesser individual contribution toward intersection delays than what is shown in Table 4.17-2 due to its smaller size and reduced overall trip generation.

Table 4.17-2: Intersection Level of Service Analysis Summary

Intersection	Peak Hour	Existing Delay	Existing LOS	Opening Delay	Opening LOS	Opening Plus Project Delay	Opening Plus Project LOS	Cumulative Delay	Cumulative LOS	Cumulative Plus Project Delay	Cumulative Plus Project LOS
3rd Ave and S. Claremont St	AM	11	B	13	B	13	B	13	B	14	B
	PM	11	B	13	B	12	B	19	B	21	C
3rd Ave and S. Delaware St	AM	30	C	33	C	35	D	39	D	43	D
	PM	29	C	35	D	36	D	36	D	37	D
E. 4th Ave and S. Claremont St	AM	18	B	20	C	21	C	20	C	21	C
	PM	20	B	21	C	23	C	23	C	24	C
E. 4th Ave and S. Delaware St	AM	29	C	29	C	29	C	32	C	32	C
	PM	36	D	36	D	38	D	**47**	**D**	**51**	**D**
E. 5th Ave and S. Claremont St	AM	10	A	11	B	11	B	13	B	14	B
	PM	12	B	13	B	14	B	20	C	23	C
E. 5th Ave and S. Delaware St	AM	17	B	17	B	17	B	26	C	26	C
	PM	22	C	22	C	22	C	41	D	41	D

Note: Intersections with unacceptable operations are bolded.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

Federal

There are no federal regulations related to tribal cultural resources that are applicable to this project.

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a TCR, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a TCR or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

California Native American Historical, Cultural, and Sacred Sites Act

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

Public Resources Code Sections 5097 and 5097.98

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

and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

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

Local

San Mateo General Plan 2030

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

Policy	Description
C/OS 7.1	Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.

4.18.1.2 *Existing Conditions*

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

According to a review of archeological studies in the project vicinity and a field inventory conducted by BASIN Research Associates, no prehistoric and/or historic era archaeological sites or resources are present on or within 500 feet of the project site. One prehistoric site has been recorded within 1,000 feet of the project site. The project site is located within the former Rancho de las Pulgas, which extends from San Mateo Creek to San Francisquito Creek in Palo Alto. None of the known rancho dwellings, other structures or features (e.g., mills, corrals, roads, etc.) were located on or adjacent to the project site. The 1983 Official Archaeological Survey Map of the City of San Mateo shows the project site within the Low Sensitivity Zone for prehistoric archaeological resources. No prehistoric archaeological discoveries have occurred within or adjacent to the project site since the 1983 map was prepared, therefore, the project site is still considered to have low sensitivity for prehistoric archaeological resources.

Tribal Consultation

AB 52 requires lead agencies to complete formal consultations with California Native American tribes during the CEQA process to identify tribal cultural resources that may be significantly impacted by a project. Where a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact. This consultation requirement applies only if the tribes have sent written requests for notification of projects to the Lead Agency.

The City sent out AB 52 notification letters in March 2026 to 10 individuals representing six tribal organizations using a contact list obtained from the NAHC. As of July 2026, the City has not received any written responses from the notified tribal organizations.

4.18.2 Thresholds of Significance

A substantial adverse change to the significance of a TCR would be considered a significant impact. As described in Section 4.18.1 Regulatory Framework, the significance of a TCR is defined under AB 52. Discovery of human remains is considered a potentially significant impact requiring mitigation per the requirements of Public Resources Code Section 5097.98.

4.18.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Based on an archaeological records search and a lack of response from tribal organizations notified of the project (see Section 4.18.1.2 Existing Conditions), there are no known eligible or listed TCRs within or adjacent to the project site. The project site has been previously disturbed and is considered to have a low sensitivity for prehistoric archaeological resources, which would include TCRs. Any impacts to buried as-yet undiscovered TCRs would be reduced to a less than significant impact with implementation of MM CUL-1.1 through 1.3 and MM CUL-2.1, which would require worker awareness training, that construction work halt in the event of a discovery, and that the find be properly evaluated and moved as necessary to avoid damage to the resource (see Section 4.5 Cultural Resources). With implementation of these measures, the project would not cause a substantial adverse change in the significance of a listed or eligible TCR and would result in a less than significant impact. **(Less than Significant Impact with Mitigation Incorporated)**

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

As described under Checklist Question a), above, there are no known TCRs in or adjacent to the project site and any impacts to buried undiscovered TCRs would be reduced to a less than significant level with incorporation of MM CUL-1.1 through 1.3 and MM CUL-2.1. **(Less than Significant Impact with Mitigation Incorporated)**

4.19 Utilities and Service Systems

The following discussion is based, in part, on a Sewer Capacity Memorandum prepared for the project by BKF Engineers, dated March 2024. A copy of this report is included in Appendix I.

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

Federal

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances that consume electricity (e.g., the EnergyStar™ program).

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. Cal Water, which supplies water supplies to the Mid-Peninsula District that encompasses the City of San Mateo, adopted its most recent UWMP in June 2021.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the California Integrated Waste Management Board (CIWMB), required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels) by 2000 and thereafter. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle.

Senate Bill 610

SB 610 amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 requires preparation of a Water Supply Assessment (WSA) containing detailed information regarding water availability to be provided to the decision-makers prior to approval of specified large development projects that also require a General Plan Amendment. This WSA must be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Under SB 610, WSAs must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA. Pursuant to the California Water Code (Section 10912[a]), projects that require a WSA include any of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects identified in this list; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025. CalRecycle released an analysis titled "Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals" in August 2020 (revised November 2020), which recommended maintaining the disposal reduction targets set forth in SB 1383. [113]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for all buildings in California. The code is updated every three years. [114] CALGreen covers five categories: planning and design, energy

[113] CalRecycle. "Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals (DRRR-2020-1693)." Accessed March 24, 2026. https://www2.calrecycle.ca.gov/Publications/Details/1693.
[114] California Building Standards Commission. "California Building Standards Code." Accessed March 24, 2026. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.

efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 65 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in May 2022 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[115] The MRP became effective on July 1, 2023. Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 5,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff for both on-site and off-site (public right-of-way) runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if: (1) the post-project impervious surface area is less than, or the same as, the pre-project impervious surface area; (2) the project is located in a catchment that drains to a hardened (e.g., continuously lined with concrete) engineered channel or channels or enclosed pipes, which extend continuously to the Bay, Delta, or flowcontrolled reservoir, or, in a catchment that drains to channels that are tidally influenced; or (3) the project is located in a catchment or subwatershed that is highly developed (i.e., that is 70 percent or more impervious).[116]

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

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

Local

San Mateo General Plan 2030

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

Policy	Description
LU 4.2	Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.
LU 4.4	Seek to ensure a safe and predictable water system for existing and future development by taking the following actions: 1. As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources and conservation efforts. 2. Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets, low-flow shower heads, and utilize drip irrigation while promoting high-efficiency washing machines and establishing an education program to improve water conservation practices. 3. Investigate the feasibility of developing capacity to use recycled wastewater, stormwater runoff, graywater and ground water that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.
LU 4.5	Provide adequate waste water treatment for the projected 2030 service area population, employment and development. Require that any future expansion of the Waste Water Treatment Plant (WWTP) be designed to be compatible with the adjacent parks, school, and low-density residential areas by screening views of the WWTP with extensive and tall landscaping and reducing the height of all new structures to the maximum practicably feasible. Any future expansion of the WWTP shall take into account the possible rise in sea level.
LU 4.7	Provide a sewer system which safely and efficiently conveys sewage to the waste water treatment plant. Implement the Sewer System Management Plan (SSMP) to ensure proper maintenance, operations and management all parts of the wastewater collection system. 1. Comprehensive Sewer System Study. As a high priority maintain the comprehensive sewer system study to assess the efficiency and integrity of the sewer lines and facilities, and develop a Capital Improvement Program to make any necessary improvements. 2. Sewer Requirements for New Development. Require new major multi-family and commercial developments to evaluate the main sewer lines in the project vicinity which will be utilized by the new development and make any improvements necessary to convey the additional sewage flows.
LU 4.16	Seek to ensure adequate gas, electric and communication systems to serve existing and future needs while minimizing impacts on existing and future residents by taking the following actions: 1. Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit. 2. Require all new developments to underground lines and provide underground connections when feasible.

	3. Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.
LU 4.31	Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.
LU 4.32	Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development and expand composting of green waste and food scraps, as directed by the City's Climate Action Plan which is an appendix of the General Plan.
LU 8.6	Reduce waste sent to landfills by San Mateo's residents, businesses and visitors by a minimum of 40% from 2017 levels by 2030 by mandating recycling, setting aggressive waste reduction goals for all development, implementing composting programs, and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives. Supportive actions for waste reduction are detailed in the Climate Action Plan.

4.19.1.2 *Existing Conditions*

Water

The site is currently serviced by Cal Water and is located within Cal Water's Bayshore – Mid-Peninsula District. Cal Water purchases water from the SFPUC to meet the City's water demand. The demand from the district as a whole was 14,563 acre-feet per year in 2020 and forecasted to increase to 15,279 acre-feet per year in 2045.[117] The UWMP prepared for the Bayshore – Mid-Peninsula District determined that the majority of water demand stems from single-family residences (56.7 percent), followed by commercial uses (16.9 percent) and multi-family residences (14.8 percent). Water in San Mateo comes primarily from the Sierra Nevada, but also includes treated water produced by SFPUC from local watersheds and facilities in Alameda and San Mateo Counties. The UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until at least 2045. However, the UWMP indicates water supplies would be deficient in single- and multiple-dry years due to the implementation of the Bay-Delta Plan Amendment.[118]

The existing development on-site is estimated to have a water demand of approximately 530 gallons per day (gpd) (see Appendix I).

Wastewater

The City of San Mateo Department of Public Works (DPW) Clean Water Program (CWP) and Environmental Services Division provides oversight of the City's sanitary sewer collection system, including the San Mateo/Estero Municipal Improvement District Wastewater Treatment Plant (WWTP) serving more than 130,000 people, 240 miles of collection system mainlines, 6,032 manholes, and 27 pump stations. Ownership of the WWTP facility is shared between San Mateo and Foster City/Estero Municipal Improvement District, with ownership respectively split

[117] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.
[118] The Bay-Delta Plan Amendment could have implications for the allocation of water to Cal Water and other water providers.

approximately 75 percent and 25 percent. The WWTP collects wastewater from these two facility owners, plus portions of Hillsborough, Belmont, Crystal Spring Sanitation District, and the County of San Mateo, for treatment and eventual discharge into the San Francisco Bay. The City of San Mateo generated an estimated 7,043 acre-feet yearly (AFY) of wastewater in 2020.[119, 120]

The WWTP currently treats approximately 11 million gallons per day (mgd) of average dry weather flow (ADWF), with this amount expected to increase with the increase in population within the service area.[121] The WWTP can treat up to 60 mgd through primary treatment and 40 mgd through secondary treatment. During heavy rains, the WWTP's treatment capacity is regularly exceeded. San Mateo has recently updated the collection system model to better estimate peak flows and to project flows through 2035. According to the 2014 model, the peak wet weather flow (PWWF) that would be conveyed to the plant in 2035 (assuming there is adequate conveyance), is projected to be 98 mgd.[122] The City's Clean Water Program has initiated capacity improvement projects in its collection system to manage flows to the WWTP, reducing WWTP influent PWWF down to 78 mgd. In 2019, the CWP started construction on the upgrade and expansion of the WWTP, which is anticipated to be fully completed by June 2026.[123] The upgrade and expansion project consists of new liquids treatment process facilities, including a headworks, primary treatment, biological nutrient removal/membrane bioreactor process, biological and chemically enhanced high-rate wet weather treatment, and other plant upgrades, including odor control to serve the new facilities. These facilities will be designed to provide advanced treatment to 21 mgd and allow the plant to better handle heavy storm events up to 78 mgd.[124]

There is an existing eight-inch sewer main in S. Claremont Street. BKF estimated the existing average daily flow (ADF) generated by the project site assuming one single-family residential houses and one commercial building operating on-site. The results are summarized below in Table 4.19-1.

Table 4.19-1: Existing Sewer Average Daily Flow

Land Use	ADF (gallons per day)
Residential	194
Commercial	165
Total	**359**

Storm Drainage

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City. Stormwater onsite typically flows into the City's storm drains in S. Delaware Street,

[119] California Water Service. "2020 Urban Water Management Plan, Mid-Peninsula District". June 2021. https://www.calwater.com/conservation/uwmp2020/.
[120] One acre-foot equals 325,851 gallons.
[121] City of San Mateo. *Final Environmental Impact Report, City of San Mateo Clean Water Program*. April 2016.
[122] Ibid.
[123] Clean Water Programs San Mateo. "Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project. Accessed March 24, 2026. https://cleanwaterprogramsanmateo.org/wwtp/
[124] Ibid.

which drain into San Francisco Bay. As described in Section 4.10 Hydrology and Water Quality, the project site is located within the San Mateo Creek Watershed, which drains directly into the San Francisco Bay via the San Mateo Creek.

Solid Waste

Solid waste collection and recycling services for residents and businesses in San Mateo are provided by Recology San Mateo County. Once collected, solid waste and recyclables are transported to the Shoreway Environmental Center for sorting. After the solid waste is collected and sorted at the San Carlos Transfer Station, non-recyclable waste is transported to the Corinda Los Trancos (Ox Mountain) Landfill, located in Half Moon Bay. The Ox Mountain landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. The landfill's maximum capacity is 60.5 million cubic yards, with an estimated closure year of 2034. The remaining capacity at this facility is 17,240,000 cubic yards. [125]

Using solid waste disposal rates for Fast Food Restaurant without Drive Thru and Single Family Housing, the existing development has a solid waste disposal rate of approximately 21 tons per year. [126]

4.19.2 Thresholds of Significance

As described in Section 4.19.1.1 Regulatory Framework, the California Water Code contains quantitative thresholds to determine whether preparation of a WSA is required for a project and SB 610 requires that the findings of the WSA be considered in land use decisions. The Construction General Permit and the MRP include quantitative thresholds for permit compliance based on the amount of land disturbed and impervious surfaces developed.

Utility and service system impacts are discussed quantitatively based on estimated utility needs of the project and available capacity of the relevant utility systems. Projects that would exceed available utility capacities are considered to have a potentially significant impact.

[125] California's Department of Resources Recycling and Recovery (CalRecycle). "SWIS Facility Detail: Corinda Los Trancos Landfill (Ox Mountain) (41-AA-0002)". Accessed March 24, 2026. https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/3223.
[126] ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, Block 20 Project.* September 2024. Attachment B.

4.19.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water Facilities

The proposed project would rely on the existing water delivery system to supply water to the site. As discussed under checklist question b) below, the project would incrementally increase the water demand in the City but would not require additional water supply other than what is currently allocated for the City by the Cal Water Mid-Peninsula District given the proposed uses are consistent with the General Plan and the demand projections used in the most recently adopted UWMP. No relocation or construction of water facilities is required by the proposed project. The project proposes lateral connections to the existing water line in S. Claremont Street. Lateral

connections to existing water lines would occur during grading of the site and would not result in significant environmental effects beyond what is disclosed throughout this Initial Study.

Wastewater Treatment Facilities

Wastewater generated by the proposed project would be disposed of at the San Mateo WWTP. As discussed in Section 4.19.1.2 Existing Conditions, the San Mateo WWTP has adequate disposal capacity through 2035 and is undergoing capacity improvements. No expansion or construction of wastewater treatment facilities would be required to accommodate the project, as sufficient treatment capacity exists as discussed below in checklist question c). The project proposes lateral connections to the existing sewer line in S. Claremont Street. Construction of lateral connections would occur during grading and would not cause significant environmental effects beyond what is disclosed throughout this Initial Study.

Stormwater Drainage Facilities

Following project completion, the project site would be developed with approximately 33,491 square feet of impervious surfaces (99 percent) and 298 square feet of pervious surfaces (one percent). The project would propose lateral connections to existing stormwater lines in S. Delaware Street. Post-construction stormwater runoff from the project's impervious surfaces would be directed towards landscaped areas and bioretention throughout the project site for treatment. As discussed in Section 4.10 Hydrology and Water Quality, implementation of MRP-mandated treatment controls would provide reductions in the rate and volume of post-construction stormwater runoff discharged to the public storm drain system. The bioretention areas and media filter provide a degree of detention of the stormwater runoff and would result in a reduction of the rate of stormwater runoff entering the City's storm drainage system during the 'design storm' parameters to pre-project levels as required by Provision C.3 of the MRP. The project would therefore not be expected to negatively impact the capacity of the existing public storm drain system. Construction of new storm drainage infrastructure would occur during grading and would not cause significant environmental effects beyond what is disclosed throughout this Initial Study.

Electric Power and Telecommunication Facilities

The project would be served by existing electric power and telecommunication facilities in the area. Consistent with General Plan Policy LU 4.16, the project would underground all existing overhead utility lines adjacent to the project frontage. Trenching and undergrounding of existing utility lines would not cause significant environmental effects beyond what is disclosed throughout this Initial Study. **(Less than Significant Impact)**

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The Mid-Peninsula District's water supply (14 billion gallons per year through 2040) is shared among Cal Water Service's three districts (South San Francisco District, Bear Gulch District, and Mid-

Peninsula District). The District's Urban Water Management Plan anticipates that the City is expected to meet projected water demand through 2040 during normal year scenarios. Available water supply will be reduced during single and multiple drought years. Implementation of the Cal Water Service's water shortage contingency plan (and other conservation measures) will reduce the demand for water in the District during years of drought. Additionally, Cal Water's development of alternative water supplies also ensures that there would not be a water deficit.

The proposed project falls below the 500-dwelling unit and 500,000 square foot office use thresholds for preparation of a water supply assessment by a local provider, in line with Senate Bill 610 and CEQA Guidelines Section 15155. Although the project would not require a water supply assessment to comprehensively analyze its water use impact, the project would intensify the demand for water use on the project site when compared to its current use.

The project is estimated to have a water demand of approximately 25,447 gpd (see Appendix I). However, this increase would not prevent Cal Water from meeting its customers' water demands, as the proposed water demand for the project is in line with growth assumptions used in the most recent 2021 UWMP, which forecasts demand and supplies 20 years, based on the adopted General Plan, with which the proposed project is consistent.

The proposed project would be required to comply with various City policies established to reduce water use in addition to the City's Green Building Codes, Water Conservation in Landscaping Ordinance, and Cal Water's Water Shortage Contingency Plan and water conservation measures. Adherence to these ordinances and measures would prevent excessive use of water and ensure the proposed project incorporates water saving measures into its building design.

The proposed project would not require additional water supply other than what is currently allocated for the City by the Cal Water Mid-Peninsula District. The demand from the Mid-Peninsula Water District as a whole was estimated to be 14,563 acre-feet per year in 2020 and forecasted to increase to 15,279 acre-feet per year in 2045. The volume of water supplied solely to the City of San Mateo by Cal Water was 10,904 acre-feet (3.6 billion gallons) in 2020. The estimated increase in water use on the project site (conservatively estimated at approximately 35 acre feet per year) will be minimal in comparison to the City's total demand (0.3 percent), let alone the demand of the entire District. In the event of dry year scenarios, the Mid-Peninsula Water District would enact its Water Shortage Contingency Plan that would require water conservation measures district-wide to ensure that water supplies are not exhausted.

By implementing water conservation measures and ensuring applicable building codes are adhered to, the proposed project would not result in an excessive increase in water demand beyond what is already planned for in the Mid-Peninsula Water District. **(Less than Significant Impact)**

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The San Mateo WWTP has an ADWF design capacity of 15.7 mgd and a peak wet weather capacity of approximately 40 mgd. The current ADWF is approximately 11.6 mgd. The ADWF is expected to increase directly with the increase in population within the service area, resulting in an ADWF of 13.9 mgd by the year 2035. As described in Section 4.19.1.2 Existing Conditions, the WWTP is undergoing upgrades that would allow the plant to provide treatment to 21 mgd.

Based on the project's anticipated water demand, the project is estimated to result in approximately 21,265 gpd of wastewater. As discussed in Section 4.19.1.2 Existing Conditions, the existing development generates approximately 359 gpd of wastewater. Thus, the project would result in a net increase of 20,906 gpd above baseline conditions. The project would result in a peak wet weather flow of approximately 54 gallons per minute (GPM). The existing eight-inch sewer main in S. Claremont Street has an available capacity of 259 gallons per minute (GPM). The proposed building would take up 21 percent of the available capacity in the sewer main.

On its own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP. The increase in wastewater from the proposed project would be consistent with expected growth metrics for residential and employment in the City that were used to analyze impacts from planned development until 2040 under the General Plan. Additionally, the project would be subject to the following standard conditions of approval.

Condition of Approval UTIL-1:

- In order to meet the increased demands on the Wastewater Treatment Plant created by this project, the applicant shall contribute fees toward the Plant expansion based upon the average projected sanitary flow, as established by City Council Resolution No. 24 (2006). The fee will be based upon the City Council resolution in effect at the time of building permit issuance. The fee shall be collected by the Public Works Department and paid prior to issuance of the superstructure building permit for each building.

The amount of wastewater generated on-site would not require the development of new or the expansion of existing wastewater treatment plants and would be adequately treated under the existing system. Therefore, the proposed project would not significantly impact the wastewater treatment capacity of the City of San Mateo. **(Less than Significant Impact)**

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Based on CalEEMod assumptions for the proposed land uses (General Office Building and Apartments High Rise), the project would generate approximately 192 tons of solid waste per year.[127] As discussed in Section 4.19.1.2 Existing Conditions, existing development generates approximately 21 tons of solid waste per year. Thus, the project would result in a net increase of approximately 171 tons per year compared to existing conditions.

Solid waste from the City of San Mateo is disposed of at Ox Mountain Landfill in Half Moon Bay, which is expected to reach its permitted capacity in 2034.[128] The City implements programs to reduce solid waste materials in landfills, and in 2015 achieved a landfill diversion rate of approximately 73 percent.[129] The project would not interfere with the City's goals of increasing measured waste diversion to 50 percent past 2020 and maximum diversion to 90 percent by 2050, as set forth by General Plan Policy LU-8.6. The proposed project will result in an increase in waste landfilled at Ox Mountain Landfill by 320 tons. However, given Ox Mountain Landfill currently receives 3,598 tons of waste per day and has a remaining capacity of 17,240,000 cubic yards, the landfill has sufficient capacity to serve the proposed project. **(Less than Significant Impact)**

e) Would the project be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

In addition to the solid waste generated by operation of the proposed mixed-use building, large amounts of construction waste would be generated during construction and demolition activities. At least 65 percent of this construction waste will be recycled, in compliance with the California Green Building Standards Code. Implementation of recycling measures during the construction and post-construction phases of the project would contribute to the City's compliance with the waste diversion requirements under state law. **(Less than Significant Impact)**

[127] ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, Block 20 Project*. September 2024. Attachment B.
[128] CalRecycle. Solid Waste Facility Permit – Corinda Los Trancos Landfill (Ox Mountain). Accessed March 24, 2026. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223.
[129] City of San Mateo. "Recycling, Compost, and Garbage." Accessed March 24, 2026. http://www.cityofsanmateo.org/index.aspx?NID=2076.

4.20 Wildfire

4.20.1 Environmental Setting

Federal

There are no federal regulations related to wildfire that are applicable to this project.

State

Fire Hazard Severity Zones

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZs), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. FHSZs are divided into areas where the state has financial responsibility for wildland fire protection, known as state responsibility areas (SRAs), and areas where local governments have financial responsibility for wildland fire protection, known as local responsibility areas (LRAs). Homeowners living in an SRA are responsible for ensuring that their property is in compliance with California's building and fire codes. Only lands zoned for very high fire hazard are identified within LRAs.

California Fire Code Chapter 47

Chapter 47 of the California Fire Code sets requirements for wildland-urban interface fire areas that increase the ability of buildings to resist the intrusion of flame or burning embers being projected by a vegetation fire, in addition to systematically reducing conflagration losses through the use of performance and prescriptive requirements.

California Public Resources Code Section 4442 through 4431

The California Public Resources Code includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that uses an internal combustion engine; specify requirements for the safe use of gasoline-powered tools on forest-covered land, brush-covered land, or grass-covered land; and specify fire suppression equipment that must be provided onsite for various types of work in fire-prone areas. These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Public Resources Code Section 4442);
- Appropriate fire suppression equipment would be maintained during the highest fire danger period, from April 1 to December 1 (Public Resources Code Section4428);
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the

construction contractor would maintain appropriate fire suppression equipment (Public Resources Code Section 4427); and

- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (Public Resources Code Section 4431).

California Code of Regulations Title 14

The California Board of Forestry and Fire Protection has adopted regulations, known as SRA Fire Safe Regulations, which apply basic wildland fire protection standards for building, construction, and development occurring in a SRA. The future design and construction of structures, subdivisions and developments in SRAs are required to provide for the basic emergency access and perimeter wildfire protection measures discussed in Title 14.

Fire Management Plans

CAL FIRE has developed an individual Unit Fire Management Plan for each of its 21 units and six contract counties. CAL FIRE has developed a strategic fire management plan for the San Mateo-Santa Cruz Unit, which covers the project area and addresses citizen and firefighter safety, watersheds and water, timber, wildlife and habitat (including rare and endangered species), unique areas (scenic, cultural, and historic), recreation, range, structures, and air quality. The plan includes stakeholder contributions and priorities and identifies strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire issues.

4.20.1.1 *Existing Conditions*

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.[130] As stated in the General Plan Safety Element, there are no wildland fire hazards in the City of San Mateo. There are undeveloped portions of hills within the City's western Sphere of Influence that are considered wildland fire hazards. However, the project site is within the City's downtown area, surrounded by developed urban uses, approximately 1.5 miles east of the nearest fire hazard severity zone (see Figure 4.9-1).

4.20.2 Thresholds of Significance

No quantitative thresholds of significance for wildfire impacts have been adopted by the City of San Mateo or other responsible agencies.

[130] CAL FIRE. Fire Hazard Severity Zone Viewer. Accessed February 19, 2026. https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9

4.20.3 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project would not obstruct existing roadways or otherwise interfere with an emergency evacuation route. The project applicant would be required to pay building permit fees that would help fund necessary fire protection resources for the City. The proposed building would be constructed in compliance with the most recent California Building Code and California Fire code to ensure the building is fire-safe. Additionally, the project is not within a fire hazard severity zone and it is unlikely that an evacuation or emergency response due to wildfire would occur within the project vicinity. **(No Impact)**

b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project is located within a relatively flat area, would redevelop an urban infill site, and is not located in a fire hazard severity zone. For these reasons, the project would not exacerbate wildfire risks due to slope, prevailing winds, or other factors. **(No Impact)**

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project is not located within a fire hazard severity zone and would not require the installation or maintenance of infrastructure that would exacerbate fire risk. The project would underground all existing overhead utility lines adjacent to the project frontage, which would reduce existing fire risk at the site. **(No Impact)**

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is not within a fire hazard severity zone (see Figure 4.9-1), flood zone (see Figure 4.10-1), or landslide zone (see Figure 4.7-2). Therefore, the project would not expose people or structures to risks associated with these hazards. **(No Impact)**

4.21 Mandatory Findings of Significance

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

As described in Section 4.4 Biological Resources, the project site is developed and surrounded by urban uses. It does not provide significant habitat for plant, fish, or wildlife. The project would remove existing trees. Impacts to nesting birds would be reduced to a less than significant impact with implementation of MM BIO-1.1 and 1.2, which would require avoidance of the nesting bird season or pre-construction bird surveys to ensure that active nests are not disturbed.

As described in Section 4.5 Cultural Resources, there are no known historic or prehistoric resources onsite. Impacts to buried undiscovered cultural resources would be reduced to a less than significant impact with implementation of MM CUL-1.1 through 1.3 and MM CUL-2.1, which would require worker awareness training, that construction work halt in the event of a discovery, and that the find be properly evaluated and moved as necessary to avoid damage to the resource.

Implementation of MM NOI-2.1 would reduce potential impacts to the adjacent off-site historic buildings at 415 S. Claremont Street and 503 E. 5th Avenue by requiring the avoidance of using strong vibration-generating equipment within 25 feet of the project boundaries and implementing vibration crack monitoring during construction.

For these reasons, as discussed throughout this Initial Study, the project would not degrade the quality of the environment, substantially affect biological resources, or eliminate important examples of California history or prehistory with implementation of the identified conditions of approval and mitigation measures. **(Less than Significant Impact with Mitigation Incorporated)**

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." Cumulative projects considered for this project include the following:

- 180 E. 3rd Avenue Office and Retail Mixed-Use Development
- 435 E. 3rd Avenue Office and Residential Mixed-Use Development
- 222 E. 4th Avenue (Draeger's) Office, Retail, and Residential Mixed-Use Development
- 500 E. 3rd Avenue (Block 21) Office and Residential Mixed-Use Development
- 922 S. Claremont Street Self-Storage Facility
- 616 B Street (Nazareth Vista) Mixed-Use Development
- 477 9th Avenue Mixed-Use Development

Agricultural Resources, Mineral Resources, and Wildfire

As discussed in Sections 4.2, 4.12, and 4.20 of this Initial Study, the project would not impact agricultural and forest resources, mineral resources, or result in wildfire impacts. Therefore, the project would not contribute to a significant cumulative impact on these resources.

Aesthetics

The project is located on an infill site within a Transit Priority Area. Pursuant to SB 743 (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project would not, by statute, be significant. Other cumulative projects would also be within a transit priority area and presumed to have less than significant aesthetic impacts.

Air Quality, Energy, and GHG Emissions

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of San Mateo were developed such that a project-level impact would also be a cumulatively considerable impact. As discussed in Section 4.3 Air Quality, the project would result in a less than significant criteria air pollutant impact and, therefore, would not have a considerable contribution to a cumulative criteria air pollutant impact.

As discussed in Section 4.3 Air Quality, cumulative TAC impacts were analyzed by combining the community risk impacts of the project and nearby sources of TACs within 1,000 feet of the project site, including relevant cumulative projects. As shown in Table 4.3-7, the cumulative community health risk impacts would be below the Air District's cumulative health risk thresholds and would be considered less than significant.

The project's contribution to cumulative climate change impacts was presented in Section 4.8 Greenhouse Gas Emissions as less than cumulatively considerable because the project would be consistent with the City's CAP and other applicable GHG reduction plans and the project would incorporate GHG-reducing measures. Therefore, the proposed project would not make a substantial contribution to cumulative air quality or GHG emissions impacts. Similarly, the discussion of the project's energy impact also reflects cumulative conditions, since the project's consumption of electricity, natural gas, and gasoline was assessed in comparison with consumption at the state and county level. Therefore, the proposed project would not make a substantial contribution to cumulative air quality, energy use, or GHG emissions impacts.

Biological Resources

The project, in conjunction with cumulative projects, would not result in the loss of sensitive habitat as they are all located within the City's urban, developed, Downtown area. Similar to the proposed project, other projects in the vicinity would also be required to comply with the City's tree policies and would be required to implement similar mitigation measures to ensure cumulative impacts on migratory nesting birds are reduced to a less than significant level.

Cultural and Tribal Cultural Resources

The geographic area for cumulative impacts to cultural resources includes the project site and surrounding area because it is assumed disturbance in the project area would affect similar cultural resources and tribal cultural resources. Cumulative projects would involve excavation, grading, or other activities that may affect unknown buried cultural or tribal cultural resources. All projects would be required to implement mitigation measures similar to MM CUL-1.1 through 1.3 and MM CUL-2.1 to reduce potential impacts to buried cultural resources to a less than significant level. All projects would also be subject to federal, state, and local regulations pertaining to the protection of

cultural resources. As a result, the cumulative projects (including the project) would not result in significant cumulative impacts to cultural and tribal cultural resources.

The existing historic buildings adjacent to the project site at 415 S. Claremont Street and 503 E. 5th Avenue could be cumulatively affected by construction vibration impacts and changes in setting. As shown in Table 4.13-7, vibration levels produced by typical construction equipment would not exceed the 0.25 in/sec PPV threshold for historic buildings beyond 22 feet. The nearest cumulative project site, 480 E. 4th Avenue (Kiku Crossing), is located approximately 60 feet from the existing historic buildings and thus, would not result in construction vibration levels exceeding the 0.25 in/sec PPV threshold at the historic buildings. As discussed in Section 4.5 Cultural Resources, implementation of the project and the cumulative projects would affect the historic buildings' integrity of setting but would not affect the overall integrity of or eligibility of the buildings because the urban setting has already changed and the integrity of the resources relies on other aspects such as the buildings' location, design, workmanship, materials, feeling, and association.

Page & Turnbull cross-referenced a list of project sites under development within the City with lists of designated and identified historic resources and found that only one cumulative project appears to include identified historic resources (see Appendix C. The 922 S. Claremont Street project consists of retaining and rehabilitating three historic buildings while constructing a new self-storage building. The historic buildings are addressed at 940 S. Claremont Street and have been identified as individually eligible for the NRHP. These buildings are not associated with Japanese American cultural heritage and, therefore, there would not be a cumulative impacts on historic resources associated with Japanese American cultural heritage in the City of San Mateo.

Geology and Soils

As discussed in Section 4.7 Geology and Soils, with the implementation of the City's standard conditions of approval GEO-1.1 through GEO-3.1 and adherence with the CBC, development on the site would not result in significant geology and soils impacts and would not contribute to cumulative impacts to these resources, as the geologic issues are specific to the site, and do not have the potential to contribute to or combine with localized, specific conditions on other development sites across the City.

Hazards and Hazardous Materials

As discussed in Section 4.9 Hazards and Hazardous Materials, there are contaminated soils and groundwater on-site due to prior site uses and off-site contamination sources. The project would not result in cumulatively considerable impacts because with implementation of mitigation measures MM HAZ-1.1 through 2.1 it would safely remove contaminated soils and groundwater encountered at the project site. The project is affected by contamination associated with prior land uses and off-site sources and would not itself be a new source of contamination that would affect neighboring properties. Cumulative projects in the vicinity could be subject to similar existing contamination and could release hazardous materials during construction. The cumulative projects

would be required to implement similar measures to ensure proper handling and disposal of hazardous materials during construction.

Hydrology and Water Quality

The cumulative hydrologic conditions are addressed by the MRP and City policies intended to cover development across the City of San Mateo. The project would include stormwater treatment measures, improving conditions hydrologic conditions relative to the baseline. The project would not result in cumulatively considerable hydrology and water quality impacts.

Land Use, Population and Housing, and Public Services

Land uses in the City are primarily regulated through the City's General Plan and SMMC. As discussed in Sections 4.11 Land Use and 4.14 Population and Housing, the project is consistent with the General Plan designation for the site, would comply with the SMMC, and comply with applicable General Plan policies, mitigation measures and standard permit conditions described throughout this Initial Study to reduce environmental impacts to a less than significant level. Furthermore, the project would not contribute to unplanned population/housing growth beyond what is planned in the General Plan and, therefore, would not contribute to cumulatively considerable population or housing growth.

The San Mateo 2030 General Plan concluded that buildout of the general plan would result in less than significant impacts to public services because new development is required to pay building permit fees that would help fund necessary fire and police protection resources to the City and new public service facilities would be subject to project-level environmental review. In addition, all new residential development is required by state law to pay school impact fees. As a result, the project would not contribute to a cumulatively considerable public services impact.

Noise

Cumulative noise impacts would include temporary construction noise from cumulative construction projects and permanent noise increase from traffic.

There are five development projects located within 500 feet of the project site:

- 500 E. 3rd Avenue (Block 21): Demolition of prior buildings on the Block 21 site has already occurred, the site is currently vacant. Further construction activities have paused, and the City has approved the project entitlements an extension to June 2026. It is anticipated that construction of the Block 21 project will be completed before construction of the project begins.
- 480 E. 4th Avenue (Kiku Crossing): The Kiku Crossing project has completed construction and, therefore, would not have the potential to contribute toward a cumulative construction noise impact in combination with the project.

- 435 E. 3rd Avenue: Construction of 435 E. 3rd Avenue has not begun, and the City granted a two-year extension for the project extending its expiration date to February 2027. It is anticipated that construction of the 435 E. 3rd Avenue project would be completed before construction of the project beings. Additionally, there would be no shared receptors with direct line-of-sight of the proposed project. [131]
- 668 E. 3rd Avenue (Post + Beam): This project, approximately 300 feet north of the project site, is in the planning review process and could be constructed simultaneously or consecutively as the project. The shared receptors with direct line-of-sight to both project sites would include the commercial buildings approximately 120 feet north of the project site. At this distance, maximum construction noise levels, assuming all equipment per phase is operating simultaneously would range from 66 to 80 dBA L_{eq}. [132] This would represent the loudest possible construction noise levels that could occur due to the proposed project. When activities are scattered throughout the site, noise levels due to construction activity would be lower. Since the Post + Beam site would adjoin the north commercial properties, construction of that project would dominate the noise environment. With the incorporation of MM NOI-1.1 and 1.2, the project would not make a significant contribution to a cumulative impact on the shared receptors.
- 445 S. B Street: This project, approximately 380 feet west of the project site, would not have any shared receptors with direct line-of-sight of the proposed project and, therefore, a significant cumulative impact would not occur.

A significant cumulative traffic noise impact would occur if two criteria are met: 1) if the cumulative traffic noise level increase was 3 dBA L_{dn} or greater for future levels exceeding the normally acceptable threshold; and 2) if the project would make a "cumulatively considerable" contribution to the overall traffic noise increase. A "cumulatively considerable" contribution would be defined as an increase of 1 dBA L_{dn} or more attributable solely to the proposed project. When cumulative (no project) and cumulative plus project traffic volumes were compared to the existing peak hour volumes, an increase of 3 dBA L_{dn} or more was calculated along one roadway segment: E. 5th Avenue, east of South Delaware Street. However, the same noise level increase was estimated under both cumulative (no project) and cumulative plus project traffic conditions, which means the project would not result in a cumulatively considerable contribution to the overall traffic noise increase. [133] All other roadway segments in the project vicinity would result in a 2 dBA L_{dn} or less increase under cumulative (no project) and cumulative plus project scenarios. Therefore, the project would not cause a significant cumulative noise increase at noise-sensitive uses in the project vicinity.

Transportation

As noted in Section 4.17 Transportation, the project's VMT impacts are presumed to be less than significant as the project meets the definition of an infill project near high quality transit, and therefore the project would not contribute to cumulative VMT impacts. Projects in the vicinity

[131] Illingworth & Rodkin, Inc. *Block 20 Mixed-Use Project Noise and Vibration Assessment*. February 2026.
[132] Ibid.
[133] Ibid.

would similarly have less than significant VMT impacts given the presence of high-quality transit in the project area. Additionally, other projects within the Downtown Specific Plan Area would also be required to implement a TDM Plan that achieves a 25 percent reduction in vehicle trips. Therefore, the project impacts would not contribute to a cumulatively significant transportation impact.

Utilities

The project is consistent with the General Plan and, therefore, the project's utility demand is accounted for in the 2021 UWMP. The City is expected to meet projected water demand through 2040 during normal year scenarios. For these reasons, there is no significant cumulative water supply impact.

On its own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP. The increase in wastewater from the proposed project would be consistent with expected growth metrics for employment in the City that were used to analyze impacts from planned development until 2040 under the General Plan. Future cumulative projects would also be required to implement the City's standard condition of approval (Condition of Approval Util-1 and -2) which require payment of fees toward future treatment plant expansion. As such, the cumulative projects would not result in a significant cumulative wastewater impact. Buildout of the General Plan is anticipated to result in an increase of 154 tons of solid waste per day by 2040.[134] This would represent approximately nine percent of the residual capacity at Ox Mountain Landfill. This estimate is conservative as it assumes that all solid waste generated is landfilled and does not account for reductions through continued recycling and waste reduction programs. Therefore, the Ox Mountain Landfill would have capacity to serve the project and the cumulative projects.

Based on the above analysis, the project does not have impacts that are cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)**

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

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazardous materials, hydrology and water quality, and noise.

[134] City of San Mateo. *Strive San Mateo General Plan 2040 and Climate Plan Update EIR.* August 2023. P. 4.17-50.

The project would adhere to General Plan policies and implement mitigation measures to reduce potential impacts to a less than significant level. Implementation of MM AIR-1.1 would reduce air quality health risks impacts by requiring the control of emissions from construction equipment engines. Implementation of MM HAZ-1.1 through 2.1 would reduce hazardous materials impacts to a less than significant level by requiring on-site investigations and testing prior to demolition to characterize the materials to be demolished and hauled away. Materials would be properly disposed of to minimize human exposure to dangerous levels of contamination as needed, based on the tests conducted. Implementation of MM NOI-1.1 through 2.1 would reduce construction noise impacts to a less than significant level by controlling noise generated by construction equipment and requiring temporary noise barriers to shield neighboring receptors from excessive construction noise. For these reasons, as discussed throughout this Initial Study, the project would not cause substantial adverse effects on human beings, directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

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Section 6.0 Lead Agency and Consultants

6.1 Lead Agency

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Fahteen Khan, Associate Planner

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Akoni Danielsen, Principal Project Manager
Connor Tutino, Project Manager
Ryan Osako, Graphic Artist

BASIN Research Associates
Archaeological Resources Consultants
Colin Busby, Principal

BKF Engineers
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Section 7.0 Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos-Containing Material
Air District	Bay Area Air District
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
ATCM	Asbestos Airborne Toxic Control Measure
Bay Area	San Francisco Bay Area
bgs	below ground surface
Btu	British Thermal Unit
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
Cal Water	California Water Service
CARB	California Air Resources Board
CBC	California Building Code
C/CAG	City/County Association of Governments
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CLUP	Comprehensive Land Use Plan

CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
CRHR	California Register of Historical Resources
CREC	Controlled Recognized Environmental Condition
CUPA	Certified Unified Program Agency
CWP	Clean Water Program
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	Diesel Particulate Matter
DPW	City of San Mateo Department of Public Works
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
EZRI	Earthquake Zones of Required Investigation
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gases
GHGRS	Greenhouse Gas Reduction Strategy
GWh	Gigawatt Hour
GWP	Global Warming Potential
HREC	Historic Recognized Environmental Condition
HSP	Health and Safety Plan

HSWA	Hazardous and Solid Waste Amendments
LBP	Lead based paint
LCI	Governor's Office of Land Use and Climate Innovation
L_{eq}	Energy-Equivalent Sound/Noise Descriptor
L_{max}	Maximum A-weighted noise level during a measurement period
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Level
MEI	Maximally Exposed Individual
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
mpg	Miles per Gallon
MRP	Municipal Regional Stormwater NPDES Permit
MSL	Mean Sea Level
MTC	Metropolitan Transportation Commission
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOD	Notice of Determination
NOI	Notice of Intent
NO_x	Nitrogen Oxides
NRHP	National Register of Historic Places
O_3	Ozone

PCB	Polychlorinated Biphenyls
PCE	Tetrachloroethene
PCF	Perfluorocarbon
PDA	Priority Development Areas
PG&E	Pacific Gas and Electric Company
PM	Particulate Matter
PM_{10}	Particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	Particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity
R&D	Research and Development
RAP	Removal Action Plan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	State Bill
SMC Fire	San Mateo Consolidated Fire Department
SMFCSD	San Mateo-Foster City School District
SMMC	San Mateo Municipal Code
SMPD	San Mateo Police Department
SMUHSD	San Mateo Union High School District