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:

Project Title and Number:	Hillsdale Terraces PA15-031
Lead Agency Name and Address:	City of San Mateo, Planning Division 330 W. 20th Avenue, San Mateo, CA 94403
Contact Person and Phone Number:	Tricia Schimpp, Contract Senior Planner Telephone: (650) 522-7244 Email:
Project Location and APN:	2700 - 2790 S. El Camino Real APNs: 039-352-060, 039-352-070, 039-352-090
Project Sponsor's Name & Address:	Mr. George Lam Hillsdale Terraces LLC 159 El Camino Real Millbrae, CA 94030 Telephone: (650) 697-3800 Email: George@lfgorgeproperties.com
General Plan Designation:	Mixed Use, Regional Community Commercial / High Density Multi-Family
Zoning:	C3-1/R4 (Regional or Community Commercial / High Density Multiple Family Dwellings)

Description of Project:

The proposed mixed-use project consists of the demolition of the existing on-site structures, removal of 27 trees, and construction of a new five-story structure with approximately 13,978 square feet of ground floor commercial space, 74 residential condominiums, and a 3-level below

grade parking garage. Outdoor open space for the residents would be provided by individual balconies and a roof top garden. The roof would also house mechanical equipment and elevator shafts. Additional shared open space for residents and commercial tenants/customers includes two ground level plazas at the corners of 27th and 28th Avenues and a ground level multi-use deck/plaza in the rear yard.

The proposed project features streetscape improvements along El Camino Real and 27th and 28th Avenues that include 20-foot wide sidewalks that provide a 10-foot wide through/frontage zone and a 10-foot zone for planting areas and street furnishings such as benches, and new street trees and landscaping.

The residential units include 22 one bedroom units, 44 two bedroom units and 8 three bedroom units situated on four levels above the commercial ground floor. Unit sizes range from 662 square feet up to 1,771 square feet.

The Project site is approximately one acre which could contain a maximum of 49 residential units as regulated by the Zoning Code. However, the Project proposes a residential density of 74 units which exceeds the Zoning Code maximum density. The project includes a by-right density increase under the State Density Bonus Law, State Government Code Section 65915, which allows for a density increase in exchange for the provision of affordable housing. By providing 11% of the 49 permitted (or base) units as very low income units, the applicant could receive a 35% increase in density and three concessions or incentives. This means that the Project could increase the density to 67 units by providing 6 very low income units. However, the Project would provide 8 very low income units and has requested two concessions: 1) that the City of San Mateo allow a higher Floor Area Ratio (FAR) than allowed under existing zoning (2.5 rather than 2.0), and 2) that the City allow the developer to build a total of 74 units representing a 51% density bonus, rather than the 67 units (35% density bonus) that would be allowed by-right under the State law.

The City of San Mateo's Below Market Rate (Inclusionary) Program requires developments of eleven (11) or more residential units to provide a minimum of 10% below market rate (BMR) units which would result in a requirement of 5 BMR for the proposed Project. In exchange for an increase to 74 units, the Project would provide a total of 8 BMR units that results in an increase of 3 additional BMR units over the City's Inclusionary Program requirement.

A total of 171 parking spaces would be located on site at ground level behind the building and in a 3-level below grade parking garage beneath the building. These spaces include gated spaces for the residents and ungated spaces for guests, tenants, customers and for loading. A two-way driveway to the ground level parking and below-grade parking garage is proposed at the rear of the building with ingress and egress to 27th and 28th Avenues. Additionally, 38 short term bicycle parking spaces and 90 long term bicycle parking spaces would be located at entrances to the building and public use areas and in the parking garage.

Surrounding Land Uses and Setting:

The proposed project site includes 43,509 square feet of partially developed land that extends approximately 356 feet along the entire west side of El Camino Real from 27th Avenue on the north side to 28th Avenue on the south side. The site covers approximately one half of this block, the eastern portion, for a depth of 120 feet.

The site consists of three parcels; two parcels are occupied by two buildings and parking lots currently used for auto sales, and the third parcel is vacant. The site is bounded to the north, east and south by commercial uses along El Camino Real and to the west by multi-family residential and some office uses on Edison Street. The area west of Edison Street is primarily residential. Fire Station # 23 is located within one block of the site at the corner of 27th Avenue and Edison Street.

Public transportation is served by SamTrans buses along El Camino Real and Caltrain at the Hillsdale Caltrain Station located on the east side of El Camino Real. The Hillsdale Caltrain Station is planned to be relocated closer to the project site between 28th and 31st Avenues with improved connectivity via grade separated railway crossings at 28th and 31st Avenues. These grade separations will also improve connectivity from the project site to the new 83-acre Bay Meadows Transit Village, which is currently under construction.

Bicycle facilities in the immediate vicinity of the project site consist of Class III signed bicycle routes on Hacienda Street and 25th Avenue. The *City of San Mateo Bicycle Master Plan* adopted on October 17, 2011 has identified the City's proposed bike network within the project area. According to the Bicycle Master Plan, 28th Avenue from El Camino Real to Mason Lane, Flores Street from 31st Avenue to 41st Avenue are all proposed for Class III signed bicycle routes. Under the Bicycle Master Plan build-out scenario, the project site would have improved bicycle access.

Requested Applications:

A. Site Plan and Architectural Review (SPAR) for construction of a mixed use building.
B. Site Development Planning Application for grading and removal of 27 trees.
C. A Tentative Map to merge three parcels into one parcel for the mixed use building and to create 74 condominium units.

Other Public Agencies whose approval is required:

Caltrans (State)
Department of Toxic Substance Control (State)
San Mateo County Groundwater Protection Program (County)

Finding: Based on the attached Initial Study and the testimony received at a duly noticed public hearing, a Mitigated Negative Declaration is granted, based on the judgment that:

__X__ The project will not have a significant effect on the environment.

____ The significant effects of the project noted in the Initial Study attached have been mitigated by modifications in the project, or by imposition of required mitigation measures listed in the Initial Study, so that the potential adverse effects are reduced to a point where no significant effects would occur.

Tricia Schimpp, Contract Senior Planner — Date: 7/21/16

Ronald Munekawa, Chief of Planning — Date: 7/21/16

CITY OF SAN MATEO

Initial Study Checklist

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The proposed project site includes 43,509 square feet of partially developed land that extends approximately 356 feet along the entire west side of El Camino Real from 27th Avenue on the north side to 28th Avenue on the south side. The site covers approximately one half of this block, the eastern portion, for a depth of 120 feet.

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10. Requested Applications:

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11. Other Public Agencies whose approval is required:

    A. Caltrans (State)
    B. Department of Toxic Substance Control (State)
    C. San Mateo County Groundwater Protection Program (County)

Environmental Factors Potentially Affected

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

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

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Tricia Schimpp, Contract Senior Planner — Date: 7/21/16

Ronald Munekawa, Chief of Planning — Date: 7/21/16

EVALUATION OF ENVIRONMENTAL IMPACTS:

DISCUSSION OF ENVIRONMENTAL EVALUATION

Items identified in each section of the environmental checklist below are discussed following that section. Required mitigation measures are identified (if applicable) where necessary to reduce a projected impact to a level that is determined to be less than significant. The General Plan Environmental Impact Report (State Clearinghouse number 89100308) and the other documents listed below (#15 – #26) are herein incorporated by reference in accordance with Section 15150 of the CEQA Guidelines. Copies of this document and all other documents referenced herein are available for review at the City of San Mateo Planning Division, 330 W. 20th Avenue, San Mateo.

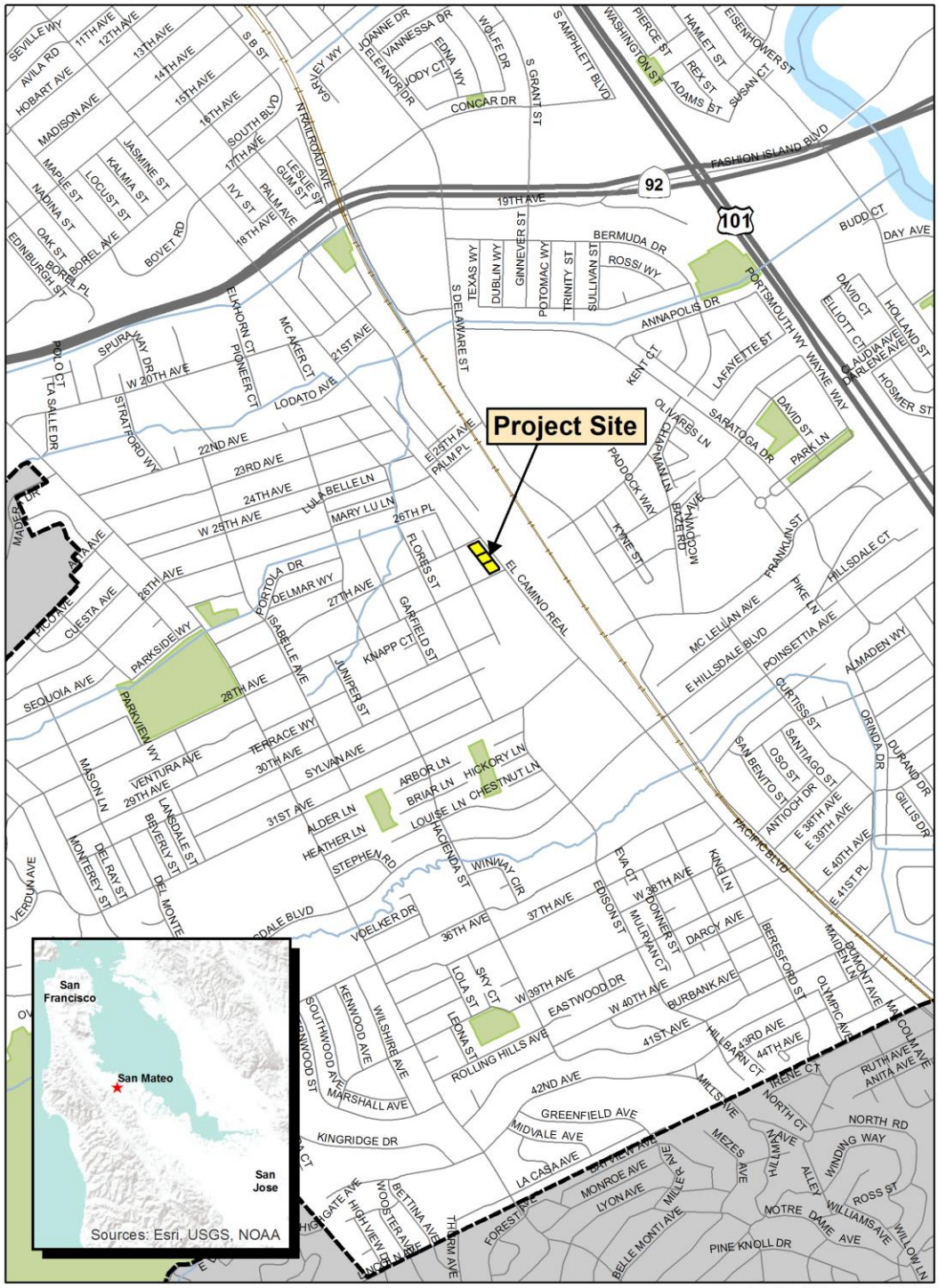
The following Attachments are referenced in the Initial Study Checklist:

1. Project Plans, Hillsdale Terraces: Costa Brown Architecture, April 14, 2016
2. Arborist Report: Arborwell, September 17, 2014
3. Required Tree Planting Form: Arborwell, September 14, 2015
4. Design Review Report: Cannon Design Group, May 5, 2016
5. Photometric and Lighting Layout Verification Report: Associated Lighting Representatives, September 10, 2015
6. Geotechnical Investigation: Earth Investigations Consultants, September 12, 2013
7. Traffic Impact Analysis, Transportation Management Plan and Parking Management Plan: Hexagon Transportation Consultants, May 17, 2016
8. Air Quality and Greenhouse Gas Assessment: Michael Baker, June 2016
9. Noise Study: Wilson Ihrig & Associated, November 12, 2014
10. Phase I Environmental Report: Partner Engineering and Science, September 6, 2013
11. Stormwater Control Plan: Green Civil Engineering, February 18, 2015
12. Density Bonus Request Letter: Hillsdale Terraces LLC, March 31, 2015
13. Density Bonus Economic Review: EPS, June 29, 2015
14. Height Increase Request Letter: Costa Brown Architecture, December 22, 2015

Incorporated by reference:

15. City of San Mateo General Plan and Land Use Map
16. City of San Mateo Municipal Code and Zoning Map
17. Mid and South El Camino Real 40 – 55 Foot building Height Design Criteria
18. City of San Mateo Climate Action Plan
19. Site Visits and Analysis
20. State of California Hazardous Waste & Substances List
21. California Building Code
22. California Fire Code
23. Bay Area Air Quality Management District CEQA Guidelines, June 2010
24. USGS Map Showing Faults and Earthquake Epicenters in San Mateo County, CA
25. Citywide Archaeological Investigations, City of San Mateo, CA
26. San Mateo Historic Resources Inventory
27. County of San Mateo General Plan

Attachments #1 - #14 with full appendices are available online and at the City of San Mateo Planning Division, 330 W. 20th Avenue, San Mateo:
http:/www.cityofsanmateo.org/whatshappening



Dated July 2016, created by DoIT GIS

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Regional and Local Location Map

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I. AESTHETICS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	X	1,4,14, 15,19
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X	1,2,15,1 8,26
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	X	☐	1,2,4,15, 17,19
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐	1,4,515, 17,19

Discussion

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

The City of San Mateo does not have any officially designated scenic corridors or views. Therefore, the proposed Project would have *no impact* on a scenic vista.

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

Although State Route 82, El Camino Real, runs alongside the Project site, it is not an officially designated Scenic Highway within or near to the City of San Mateo or the Project site. Therefore, the proposed Project would have *no impact* on a scenic highway.

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

The proposed development would replace the two existing single-story structures currently being used as used auto sale lots and one fenced in vacant lot. The new mixed-use development would present a strong presence along the west side of El Camino Real for a full block from 27th Avenue to 28th Avenue with a height of 55 feet and wide landscaped sidewalks. The corner treatment at 28th Avenue will be a strong focal point by virtue of the future extension of 28th Avenue to Bay Meadows II with a grade separation under the Caltrain tracks. The second story of the building is designed to overhang a public plaza area at both front corners with outdoor seating, tables and planters. A paseo main entrance to ground floor commercial and to the rear outdoor plaza would be located in the center of the building fronting on El Camino Real with short term bicycle parking located near that entrance. A large landscaped deck would be provided for residents on the roof of the building.

The building footprint covers the eastern portion of the site with driveway access to the underground parking garage directly behind it. The western portion of the site would provide landscaped open space and a landscaped screening along a 10' to 14' high fence to provide a buffer to the adjacent apartment complex. There are 35 existing trees on the site, none of which are classified as Heritage Trees. Most of the existing trees are declining in health and 3 are dead. 27 of these trees would be removed, 8 preserved, and 29 new trees would be planted along with additional shrubs and outdoor furnishings.

The project would provide off-site public amenities that include a landscaped median on El Camino Real from 27th Avenue to 28th Avenue that would extend the character of the recent median landscaping improvements from 31st Avenue to 28th Avenue. Improved pedestrian crosswalks would also be established at both corner intersections to provide safe and easy access to the location of the grade separation and the future relocated Hillsdale Caltrain Station at the southeast corner of El Camino Real and 28th Avenue.

Site Plan

The modern architectural design of the Project received a positive recommendation in May 2016 by the City's Design Review Consultant, Cannon Design Group (see Attachment 4).

Height Increase

The proposed building would be located adjacent to El Camino Real in a zone designated by the City's General Plan policies for a maximum building height of 40-55 feet. A building height in excess of 40 feet and up to 55 feet is allowed only for lots over 100 feet in depth. For lots more than 100 feet deep, heights up to 55 feet are permitted for projects which meet the following criteria and are approved by the City Council:

a. The project provides amenities such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;

b. The building has high design quality which is enhanced by additional building height;

c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;

d. Increased building heights are compatible with surrounding land uses and will not create adverse shadow or visual impacts on surrounding residential uses; and

e. The City's infrastructure is adequate to accommodate the proposed development.

Since the building is currently proposed with a height greater than 40 feet, affirmative findings would be required for the five criteria above. The City recently adopted the *Mid and South El Camino Real 40-55 Foot Building Height Design Criteria* which provides examples and details to promote consistency in the project review and approval process for applicable projects seeking building heights along El Camino Real greater than 40 feet and up to 55 feet.

Features of the project which meet the criteria include:

- The ground floor use and design along with well integrated landscaping will contribute positively to the pedestrian environment on El Camino Real.

- The planning of the project will replace surface parking along the El Camino Real frontage with commercial and public open space uses.
- Parking will be located below grade.
- The structure is designed with a great deal of facade variety with regard to horizontal and vertical articulation and colors.
- The El Camino Real facade steps down at both corners to provide a transition to smaller scale development on adjacent blocks.
- The structure has a fully developed design on all facades.
- The corners at both the 28th and 27th Avenue intersections with El Camino Real have been designed with public open spaces capable of featuring restaurants with outdoor seating.
- Public art is provided to enrich the pedestrian experience.
- Off-site public amenities include improved pedestrian crosswalks at 27th and 28th Avenues and a landscaped median along that full block of El Camino Real.

Shadow Impacts

The new mixed-use building would be five stories (55') in height and would be located approximately 58' from the three story apartment building located to the rear (west) of the project building. Shadow studies were performed to illustrate potential shadow impacts from the project building to the apartment building and from the apartment building to the project development, as well as from the project building to buildings located on the east side of El Camino Real.

The best case for the least shadow impact is during the Spring Equinox (9AM and 12PM) and the Summer Solstice (9AM and 12PM) where shadow lines of both buildings would be contained within their respective sites. Shadows would spill partially over into the rear yard of the project development from the apartment building, and shadows also would spill partially over El Camino Real from the project building during the Spring Equinox (3PM), Summer Solstice (3PM) and Winter Solstice (12PM). The worst case for shadows being cast onto neighboring properties is the Winter Solstice (3PM) where the project building would cast shadows completely over El Camino Real and partially onto the buildings located on the east side of El Camino Real, and the apartment building would cast shadows completely over the rear yard of the project development. Based on this information, the shadow impacts from the project building to the apartment complex and to buildings on the east side of El Camino Real would not be significant.

Although the Project proposes changes to the existing character of the site, the proposed changes provide visual updates and would be constructed with high quality materials in order to provide overall visual improvements when compared to the existing visual quality of the Project site. Therefore, the proposed Project would result in a *less-than-significant impact* to the existing visual character or quality of the site.

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

Light

Although the Project site has been developed and currently includes sources of light and glare, development of the Project would result in new structures and increased intensity of mixed

residential and commercial use. As a result, the Project would create additional sources of light and glare.

New exterior lighting for the site consists of pendant, surface wall, flexible tape, recessed downlight, pole top luminaires and shielded bollard LED lighting fixtures. These fixtures would be located on the exterior of the project building and in the parking/driveways, plazas and sidewalks. The pole top luminaires would be located adjacent to the rear property line and would be buffered by the 10' to 14' high sound fence and a dense row of tall evergreen trees and bamboo lining the sound fence. A photometric report was prepared by Associated Lighting Representatives and shows that the light spill at the rear property line is insignificant and rated at less than minimum.

Additionally, all new lighting sources must be in compliance with Municipal Code Section 23.54.060, Exterior Security Lighting. In addition, the following recommendations will be applied to the Project as a standard condition of approval in order to minimize the potential for aesthetics impacts related to the change in lighting proposed by the Project:

> EXTERIOR SITE LIGHTING STANDARDS – The applicant shall submit a photometric plan in compliance with the Building Security Code "Exterior Security Lighting" (San Mateo Municipal Code Section 23.54.060). The plan shall comply with the requirement of an average of 1 foot-candle with a 4:1 minimum to average ratio and a minimum lighting of 0.3 foot-candle. This lighting standard is applicable to all publicly-accessible parking lots, driveways, circulation areas, aisles, passageways, recesses, and publicly-accessible grounds contiguous to all buildings. Private, interior courtyards not accessible to the public are not required to meet this standard. The lighting system shall be so designed as to limit light spill beyond property lines and to shield the light source from view from off site. The photometric plan shall be approved by the Chief of Police or their designee prior to the issuance of the first building permit for the project. Any subsequent building permits that include any site lighting shall also meet these requirements.

As a result, the project would result in a *less-than-significant impact* in relation to new sources of substantial light.

Glare

With the development of the proposed Project, new way finding and business related signage would be installed, which could be potential sources of glare. However, these signs must comply with the Municipal Code Section 25.08.010, Prohibited Sign on Both Public and Private Property, which states that no sign shall be erected at or near the intersection of any street so as to obstruct free and clear vision, or obstruct visibility. Further, other sign requirements governing the erection or replacement of signs can be found in Title 25, Signs, of the City Code which set forth regulations to ensure signs conform to set safety standards, as determine by the City. As such, it is assumed the proposed Project would comply with all necessary requirements to reduce and/or eliminate glare with respect to signage. Compliance with existing standards would result in a *less-than-significant impact* to day or nighttime views in the area from glare.

MITIGATION MEASURES: None Required.

II. AGRICULTURE AND FOREST RESOURCES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **Would the project:**					
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?	☐	☐	☐	X	1,15,16
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	X	1,15,16
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))?	☐	☐	☐	X	1,15,16
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	X	1,15,16
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?	☐	☐	☐	X	1,15,16

Discussion

The Project site is located in a highly urbanized area that has undergone significant development since the 1950's. Subsequently, the location and surrounding areas do not contain any farmland or forest lands.

The Project site is zoned C3-1/R4 (Regional/Community Commercial/Multiple Family Dwelling High Density). The General Plan designation is Mixed Use Regional/Community Commercial/High Density Multi-Family. The Project site is intended to be utilized for residential and commercial uses and is not within an area affected by the Williamson Act contract and would not be rezoned as a result of the proposed Project.

The Project site does not contain any agricultural or forest lands on site, nor is it surrounded by lands which contain agricultural or forest lands. Therefore, the Project would have *no impact* in this respect.

MITIGATION MEASURES: None Required.

III. AIR QUALITY

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	X	☐	1,8,15, 18,23
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	X	☐	1,8,15, 18,23
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	X	☐	1,8,15, 18,23
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	X	☐	1,8,15, 18,19,23
e) Create objectionable odors affecting a substantial number of people?	☐	☐	X	☐	1,8,15, 18,19,23

Air quality in a region is determined by the region's topography, meteorology, and existing air pollutant sources. These factors, along with the current regulatory structure that applies to the San Francisco Bay Area Air Basin (SFBAAB) pursuant to the Bay Area Air Quality Management District (BAAQMD), were analyzed by Michael Baker International in an Air Quality and Greenhouse Gas Assessment in June 2016 (see Attachment 8).

The BAAQMD attains and maintains air quality conditions in the SFBAAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The BAAQMD's clean air strategy includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The BAAQMD also inspects stationary sources of air pollution, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the federal Clean Air Act, the Clean Air Act Amendments, and the California Clean Air Act.

The BAAQMD publishes Air Quality Guidelines to assist local jurisdictions and lead agencies in complying with CEQA requirements regarding potentially adverse impacts to air quality. The district's guidelines were updated in June 2010 to include new thresholds of significance (2010 thresholds) adopted by the BAAQMD Governing Board on June 2, 2010. The 2010 thresholds included new thresholds of significance for construction emissions, cumulative TAC impacts, and fine particulate matter concentration increases. For purposes of this analysis, the City of San Mateo has determined to utilize the BAAQMD's 2010 thresholds, finding that the thresholds are supported by substantial evidence.

Using these criteria, an air quality impact is considered significant if the project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations

Discussion

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

Conformity with Air Quality Planning (2010 Bay Area Plan)

As part of its enforcement responsibilities, the EPA requires each state with nonattainment areas to prepare and submit a SIP that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The BAAQMD prepared the Bay Area 2010 Clean Air Plan as a multipollutant plan to address the air basin's nonattainment status related to the national ozone standard and the CAAQS, as well as particulate matter, air toxics, and greenhouse gases. The plan establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The Clean Air Plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, updated emission inventory methodologies for various source categories, and the latest population growth projections and vehicle miles traveled (VMT) projections for the region.

Criteria for determining consistency with the Clean Air Plan are defined by the following indicators:

- Consistency Criterion No. 1: The project supports the primary goals of the Clean Air Plan.
- Consistency Criterion No. 2: The project conforms to applicable control measures from the Clean Air Plan and does not disrupt or hinder the implementation of any Clean Air Plan control measures.

The primary goals to which Consistency Criterion No. 1 refer are compliance with the CAAQS and the NAAQS. As evaluated above, the project would not exceed the short-term construction standards with the implementation of mitigation measures. Similarly, the project would not exceed the long-term operational standards and would not violate air quality standards during project operation. Therefore, *no impact* would occur.

The applicable Bay Area 2010 Clean Air Plan control measures to which Consistency Criterion No. 2 refer include Transportation Control Measures (TCM) C-2 and D-3 as well as Energy and Climate Measures (ECM) 1 and 4. As previously stated, the BAAQMD's 2010 Clean Air Plan provides local guidance for the SIP, which provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards (CAAQS and NAAQS). TCM C-2, Safe Routes to

Schools and Safe Routes to Transit Programs, seeks to facilitate transit through implementation of safe access for pedestrians and cyclists, and TCM D-3, Local Land Use Strategies, promotes land use patterns and infrastructure investments that support mixed-use development to facilitate walking, bicycling, and transit use. ECM 1, Energy Efficiency, seeks to increase energy efficiency, and ECM 4, Shade Tree Planting, attempts to increase shading in urban and suburban communities. No other Clean Air Plan control measures are applicable to the project; even those listed above pertain more closely to plan-level actions, such as a general plan update, than to an individual development project.

In terms of conformance with Clean Air Plan Transportation Control Measures, the project would bring new commercial and residential uses to the area in a mixed-use building. The City of San Mateo General Plan Land Use Diagram designates the project site as Regional Community Commercial/High Density Multi-Family. The proposed project is consistent with this land use designation. The proposed project would provide mixed land uses in a built environment (infill development). These aspects of the project would result in the generation of a reduced amount of air pollutants. According to the EPA, redevelopments produce 32 to 57 percent less air pollutant emissions per capita relative to conventional developments; this is because the number of daily vehicle trips and daily vehicle miles traveled (VMT) associated with redevelopments tend to be lower compared with development on vacant land (EPA 2011). Therefore, the project would be consistent with both applicable Transportation Control Measures from the Clean Air Plan (TCM C-2 and TCM D-3).

Regarding conformance with the Energy and Climate Measures (ECM 1 and ECM 4), the project would be required to adhere to the City of San Mateo Climate Action Plan (CAP, 2015), which includes several policy provisions related to energy efficiency. For instance, the project would include a number of electric vehicle (EV) charging stations with designated parking spaces capable of meeting the California Green Building Code Voluntary Standards (CAP Measure AF 2), and implement transportation demand management (TDM) strategies in coordination with the City (CAP Measure AT 2). For these reasons, the proposed Project would conform to the project-applicable control measures in the Clean Air Plan and would not disrupt or hinder the implementation of any other control measures. The impact would be *less-than-significant.*

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

Air quality impacts were assessed in accordance with methodologies recommended by CARB and the BAAQMD, based on the maximum development potential assumptions provided by the project applicant. Criteria air pollutant emissions were modeled using the California Emissions Estimator Model (CalEEMod) (see Michael Baker June 2016, Attachment 8). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operation from a variety of land use projects.

Project construction-generated emissions were calculated using the CalEEMod computer program accounting for a construction time frame of approximately seven months. The project would substantially modify the project site through a combination of building demolition and construction. Approximately 5,806 square feet of building space would be demolished and associated materials hauled from the site. Additionally, 20,700 square feet of pavement would be

removed and hauled off-site. To accommodate the proposed underground parking structure, 40,938 cubic yards of soil will be excavated and hauled from the site.

At the completion of construction activities, the Hillsdale Terraces project would consist of 13,978 square feet of commercial space, 80,726 square feet of living space, 12,217 square feet of space for hallways, elevators, amenities, and mechanical room, and a 103,613-square-foot subterranean parking garage.

Operational emissions were based on the estimated traffic trip generation rates from the transportation impact analysis prepared for the project by Hexagon Transportation Consultants, Inc. (2016). For the purposes of this analysis, projected emissions associated with proposed operations are compared to the existing baseline, which includes two buildings and parking lots currently used for auto sales. The two buildings span approximately 2,246 square feet and 3,560 square feet of space and the parking lots take up approximately 20,700 square feet.

Construction Generated Emissions

The project would generate short-term emissions from construction activities such as demolition, site grading, asphalt paving, building construction, and architectural coatings (e.g., painting). Common construction emissions include fugitive dust from soil disturbance; fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment and portable auxiliary equipment; and worker commute trips. During construction, fugitive dust, the dominant source of PM_{10} and $PM_{2.5}$ emissions, is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. Off-road construction equipment is often diesel-powered and can be a substantial source of NO_X emissions, in addition to PM_{10} and $PM_{2.5}$ emissions. Worker commute trips and architectural coatings are dominant sources of ROG emissions.

Predicted maximum daily construction-generated emissions for the project are summarized in **Table 2-6** of the Michael Baker report. Project construction activities are assumed to occur over a seven-month time frame.

TABLE 2-6
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – UNMITIGATED
(MAXIMUM POUNDS PER DAY)

Construction Activities	ROG	NO_X	Exhaust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust PM_{10}	Fugitive Dust $PM_{2.5}$
Year 2017 maximum daily emissions	47.34	54.56	2.17	2.06	7.49	3.49
BAAQMD Potentially Significant Impact Threshold	54 pounds/day	54 pounds/day	82 pounds/day	54 pounds/day	Basic Construction Mitigation Measures	Basic Construction Mitigation Measures
Exceed BAAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2013.2.2. See **Michael Baker June 2016, Appendix A** for emission model outputs.*

Notes: Project construction activities are assumed to occur over a seven-month period. Building construction, paving, and architectural coating assumed to occur simultaneously. All construction projects in San Mateo are required to implement the BAAQMD's Basic Construction Mitigation Measures as a condition of project approval. Emissions estimates account for the quantifiable components of the BAAQMD's Basic Construction Mitigation Measures, specifically watering unpaved portions of the construction site twice daily, limiting off-road equipment to speeds of 15 mph, and removing dirt track-out on adjacent public roads with a wet power vacuum once daily.

All construction projects in San Mateo are required to implement the BAAQMD's Basic Construction Mitigation Measures (see **Table 2-4**) as a condition of project approval; therefore, the proposed project would conform to BAAQMD recommendations related to fugitive dust emissions. As shown in **Table 2-6**, all criteria pollutant emissions would remain below their respective thresholds, with the exception of NO_x. Construction activities would surpass BAAQMD significance thresholds at least one day during construction. Therefore, mitigation is necessary to reduce these emissions to levels below the significance thresholds.

Since NO_x emissions are projected to surpass the significance threshold and NO_x is directly associated with the use of diesel-powered construction equipment, **Mitigation Measure MM AIR-1 AIR QUALITY** is required.

MM AIR-1 AIR QUALITY

During construction activities, the project applicant and/or its contractor shall ensure that all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors) is California Air Resources Board (CARB) Tier 3 Certified or better.1 ***Mitigation - This mitigation measure shall be incorporated on the project plans prior to the issuance of a demolition and building permit for the project and shall be monitored by the Planning Division and Building Division during demolition and construction activities for the project through routine inspections (PLANNING, BUILDING)***

Significance After Mitigation: Less than Significant.

Table 2-7 identifies the construction-generated emissions with implementation of **Mitigation Measure MM AIR-1 AIR QUALITY**.

TABLE 2-7
CONSTRUCTION-RELATED CRITERIA POLLUTANT AND PRECURSOR EMISSIONS – MITIGATED
(MAXIMUM POUNDS PER DAY)

Construction Activities	ROG	NO_X	Exhaust PM_{10}	Exhaust $PM_{2.5}$	Fugitive Dust PM_{10}	Fugitive Dust $PM_{2.5}$
Year 2017 maximum daily emissions	43.88	38.63	1.24	1.24	7.49	3.49
BAAQMD Potentially Significant Impact Threshold	54 pounds/day	54 pounds/day	82 pounds/day	54 pounds/day	Basic Construction Mitigation Measures	Basic Construction Mitigation Measures
Exceed BAAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2013.2.2. See **Michael Baker June 2016, Appendix A** for emission model outputs.*

Notes: Project construction activities are assumed to occur over a seven-month period. Building construction, paving, and architectural coating assumed to occur simultaneously.

1 The Clean Air Act of 1990 directed the EPA to study, and regulate if warranted, the contribution of off-road internal combustion engines to urban air pollution. The first federal standards (Tier 1) for new off-road diesel engines were adopted in 1994 for engines over 50 horsepower and were phased in from 1996 to 2000. In 1996, a Statement of Principles pertaining to off-road diesel engines was signed between the EPA, CARB, and engine makers (including Caterpillar, Cummins, Deere, Detroit Diesel, Deutz, Isuzu, Komatsu, Kubota, Mitsubishi, Navistar, New Holland, Wis-Con, and Yanmar). On August 27, 1998, the EPA signed the final rule reflecting the provisions of the Statement of Principles. The 1998 regulation introduced Tier 1 standards for equipment under 50 horsepower and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. As a result, all off-road, diesel-fueled construction equipment manufactured in 2006 or later has been manufactured to Tier 3 standards.

Implementation of mitigation measure **MM AIR-1 AIR QUALITY** would reduce NO_X emissions to levels below the BAAQMD significance threshold. Therefore, the Project's construction emissions impacts would be *less-than-significant.*

Operational Emissions

The project would result in long-term operational emissions of criteria air pollutants and ozone precursors (i.e., ROG and NO_X). Project-generated increases in emissions would be predominantly associated with motor vehicle use.

A number of energy reduction measures, including site design, unbundling of residential parking, and Energy Star appliances throughout the residences, will be included in the proposed project. While some of these measures were quantified in the CalEEMod run, there were many features that could not be quantified using CalEEMod. The following features not quantified in CalEEMod will further reduce the operational emissions for the project:

- Rooftop – living roof planters at common open space roof deck.
- Energy-efficient insulated walls and window systems.
- Rooftop – Cool Roof / insulated – to reduce solar heat gain through exterior surfaces by using light/reflective exterior colors.
- Operable windows, with cross ventilation.
- Natural light management, with reflective balcony materials, clearstory windows, and skylights where possible.
- Stormwater management plan with ground-level water retention planters.
- Ground-level storefront recess overhangs, for passive solar shading.
- Clean air vehicle parking/electric vehicle charging stations.
- Bicycle parking.
- Residential transit passes.

The Michael Baker analysis found that the increase of operational emissions over the existing baseline would not surpass any BAAQMD thresholds. Therefore, the Project's operational emissions impacts would be *less-than-significant.*

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project area is in non-attainment under applicable federal or State ambient air quality standards (including releasing emissions which exceed quantitative Standards for ozone precursors or other pollutants)?

The SFBAAB is currently designated as a nonattainment area for CAAQS and NAAQS for ozone (O_3) and for $PM_{2.5}$, and a nonattainment area under the CAAQS for PM_{10}.2 Any project that does not exceed or can be mitigated to less than the BAAQMD significance levels, used as the threshold for determining major projects, does not add significantly to a cumulative impact.3 The proposed Project would have less than significant construction impacts (with mitigation for fugitive dust and construction-related off-site community risk and hazards), operational impacts (including 2010 Bay Area Clean Air Plan consistency, odors, and CO hotspots), and on-site community risk and hazards. Consequently, the proposed Project's contribution to cumulative air quality impacts would be *less than significant.*

2 California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps

3 BAAQMD, 2011 Revised, California Environmental Quality Act Air Quality Guidelines.

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

Air Toxics (TACs) Generated during Construction

The project site is located on South El Camino Real between 27th and 28th Avenues. Sensitive receptors near the project site include residential uses to the west, northwest, and south. The nearest residence is within approximately 150 feet. Sources of construction-related TACs potentially affecting the sensitive receptors include off-road diesel-powered equipment. Construction would result in the generation of diesel PM emissions from the use of off-road diesel equipment required for grading and excavation, paving, and other construction activities.

The use of diesel-powered construction equipment would be temporary and episodic and would occur over several locations isolated from one another. Additionally, construction activities would occur within an area less than 1 acre. Construction projects contained in a site of such size are generally considered by CARB to represent less than significant health risk impacts due to (1) limitations on the off-road diesel equipment able to operate and thus a reduced amount of generated diesel PM, (2) the reduced amount of dust-generating ground disturbance possible compared to larger construction sites, and (3) the reduced duration of construction activities compared to the development of larger sites (CARB 2004). Additionally, **Mitigation Measure MM AIR-1 AIR QUALITY** reduces the amount of construction-generated diesel exhaust particulate matter and other pollutants by requiring the most efficient equipment.

According to the BAAQMD (2011), construction-generated diesel PM emissions contribute to negative health impacts when construction is extended over lengthy periods of time. As previously stated, project construction would take approximately seven months.

For these reasons and because diesel fumes disperse rapidly over relatively short distances, diesel PM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics. Therefore, the impact would be *less than significant.*

Air Toxics (TACs) Generated during Project Operations

There is a potential that future residents could be exposed to TAC emissions from stationary and/or mobile sources. Per BAAQMD guidance, all TAC sources within 1,000 feet of a proposed sensitive receptor need to be identified and analyzed. If emissions of TAC concentrations at a new sensitive receptor generated from all TAC sources in a 1,000-foot radius result in the exceedance of an excess cancer risk level of more than 100 in one million, or a non-cancer hazard index[4] greater than 10, the project would result in a significant impact. The BAAQMD CEQA Guidelines also consider exposure from all TAC sources in a 1,000-foot radius to annual $PM_{2.5}$ concentrations that exceed 0.8 micrograms per cubic meter ($\mu g/m^3$) to be significant. According to the BAAQMD's (2012a) Stationary Source Screening Analysis Tool, stationary sources of TACs within 1,000 feet include three backup diesel-powered generators: one located on the project site, one approximately 28 feet to the west, and one approximately 138 feet to the north. Two dry cleaners are located to the west of the project, at 647 and 817 feet away. Two gas stations are within 1,000 feet of the project site, with one directly adjacent to the project site and the other 748 feet

4 The Hazard Index is the ratio of the computed receptor exposure level to the level known to cause acute or chronic adverse health impacts, as identified by the BAAQMD.

northwest of the project site. In terms of mobile TAC sources, the project site is located 87 feet to the west of South El Camino Real and 702 feet to the west of the Caltrain railway corridor.

Table 2-9 identifies the $PM_{2.5}$ concentration, cancer risk, and hazard index exposure at the proposed project site from the three diesel-powered generators, two dry cleaners, two gas stations, one major road, and Caltrain railway corridor and compares them with BAAQMD significance thresholds.

Table 2-9
Toxic Air Contaminant Concentrations

Thresholds	Combined TAC Concentration at Project Site (*Sources include 3 diesel-powered generators, 2 dry cleaners, 2 gas stations, 1 major road, and a railway corridor.)*
Cancer Risk (BAAQMD Threshold = 100)	53.55
Hazard Index (BAAQMD Threshold = 10)	0.07
$PM_{2.5}$ Concentration (BAAQMD Threshold = 0.8)	0.13
Exceed Thresholds?	**No**

Source: BAAQMD 2012a, 2012b, 2015b

Notes:

The BAAQMD thresholds are cumulative thresholds. This table accounts for the health risk from all local sources (i.e., stationary and mobile sources in a 1,000 foot radius) affecting the project site. Identified TAC concentrations were refined to account for specific distance between the project site and TAC sources with the BAAQMD Distance Adjustment Multiplier Tool.

As shown in **Table 2-9**, the combined $PM_{2.5}$ concentration, combined cancer risk, and combined hazard index at the project site would all be below BAAQMD thresholds.

For the purpose of deliveries for the commercial uses, the proposed project could involve heavy-duty truck trips on-site and thus diesel PM emissions. According to the California Air Pollution Control Officers Association's (CAPCOA) Health Risk Assessments for Proposed Land Use Projects (2009), operations that require fewer than 100 delivery trucks daily are not considered a potential health risk. The proposed project would not require the need for 100 delivery trucks daily as the commercial use takes up only 13,978 square feet and a review of the site plan shows only two loading zones. Since the operations of the commercial uses would not be expected to generate 100 delivery trucks on a daily basis, sensitive receptors would not be exposed to substantial amounts of air toxics. Therefore, the impact would be *less than significant.*

<u>Carbon Monoxide Hot Spots</u>

The primary mobile-source criteria pollutant of local concern is CO. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Transport of this criteria pollutant is extremely limited; CO disperses rapidly with distance from the source under normal meteorological conditions. Under certain meteorological conditions, however, CO concentrations close to congested intersections that experience high levels of traffic and elevated

background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours.[5]

Based on BAAQMD guidance, projects meeting all of the following screening criteria would be considered to have a less than significant impact on localized CO concentrations if:

1. The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plans, and local congestion management agency plans.

2. The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

3. The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

According to the transportation impact analysis (Hexagon Transportation Consultants 2016) prepared for the project, there would be 2,207 average daily trips. The highest peak-hour volumes would be 184 trips. Therefore, the project would not increase traffic volumes to more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing of pollutants and atmosphere is substantially limited (i.e., an enclosed parking structure). Therefore, the impact would be *less than significant.*

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

The BAAQMD does not have a recommended odor threshold for construction activities. For purposes of this analysis, it is recognized that heavy-duty construction equipment would emit odors. However, construction activities would be short term and finite in nature. Furthermore, equipment exhaust odors would dissipate quickly and are common in an urban environment. For these reasons, the project is not anticipated to create objectionable odors affecting a substantial number of people.

With respect to operational impacts, the BAAQMD recommends screening criteria based on the distance between the receptor and the types of sources known to generate odor. The land uses identified by the BAAQMD as sources of odors include wastewater treatment plants, wastewater pumping facilities, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing and fiberglass manufacturing facilities, painting/coating operations, rendering plants, coffee roasters, food processing facilities, confined animal facilities, feedlots, dairies, green waste and recycling operations, and metal smelting plants. If a source of odors is proposed to be located near existing or planned sensitive receptors, this could have the potential to cause operational-related odor impacts. The project would not include any of the land uses that have been identified by the BAAQMD as odor sources. Therefore, the impact would be *less than significant.*

[5] Level of service (LOS) is a measure used by traffic engineers to determine the effectiveness of transportation infrastructure. Level of service is most commonly used to analyze intersections by categorizing traffic flow with corresponding safe driving conditions. LOS A is considered the most efficient level of service and LOS F the least efficient.

IV. BIOLOGICAL RESOURCES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X	1,2,3,15, 19,27
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	X	1,2,15, 27
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	X	1,2,15, 18,27
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	X	1,2,15, 18,27
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	X	☐	1,2,3,15, 19,27
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?	☐	☐	☐	X	1,2,15, 18,27

Discussion

The project site is located in an urban area that is highly developed. The site contains no wetlands or riparian habitat, and no rare, threatened or special-status species habitats are identified on the project site. Therefore, the development of the proposed Project would result in *no impact.*

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

The site is currently developed with commercial buildings and parking lots used for auto sales. The corner lot at El Camino Real and 28th Avenue is vacant and fenced. Riparian habitat and other sensitive natural community types are absent. There, there would be *no impact* to sensitive natural communities.

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

There are no jurisdictional wetland or other regulated waters on the site. Standard best management practices (BMPs) are required conditions of approval by the City of San Mateo and would be utilized to prevent any construction-generated sediments or pollutants from entering the storm drain system and entering down-gradient regulated waters. Therefore, there would be *no impact* on jurisdictional wetlands and waters.

c) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species, their wildlife corridors or nursery sites?*

Since there are no animal communities residing in the vicinity of the Project site, implementation of the proposed Project would not significantly impact the movement of any native resident or migratory fish or wildlife species, including their wildlife corridors or nursery sites and would result in *no impact.*

d) *Would the project conflict with any local ordinances or policies protecting biological resources?*

A Tree Inventory and Evaluation, prepared by Arborwell (see Attachment 2), was submitted on September 17, 2014, and updated with a Required Tree Planting evaluation dated September 14, 2015. The arborist report evaluated 39 trees, 35 existing trees on the site and 4 on neighboring property, none of which are classified as Heritage Trees. Most of the existing trees are declining in health and 3 are dead. 27 of the on-site trees would be removed, 8 preserved, and 29 new trees would be planted on the project site, including 21 street trees. In addition, the site would be landscaped with drought and shade tolerant ornamental plants that are adapted to local conditions. The non-heritage trees proposed for removal qualify as Major Vegetation and consist of Sweetgum, Incense Cedar, Maylen, Ornamental Pear, Honey Locust and Bottle Brush. The 4 trees on neighboring property consist of Monterey Pine, Red Ironbark Eucalyptus and Camphor. All of the trees on the neighboring property are proposed to be preserved.

A replacement landscape unit (LU) value of 45.73 has been assigned for the 27 trees proposed for removal, see the Required Tree Planting Form on Sheet L0.1 of the Project Plans. A variety of 29 replacement trees consisting of London Plane, Trident Maple, October Glory Maple, Crape Myrtle and Dwarf Non-Fruiting Olive will be planted on the site. Of these trees, 23 will be a minimum of 24-inch box size and 6 will be a minimum of 15 -gallon size. The new trees have a LU value of 52 which exceeds the LU value of the trees to be removed. Therefore, no fees are required to be paid to the City Street Tree Planting Fund.

None of the trees on the site qualify as Heritage Trees and are not subject to the requirements for a tree protection plan during construction as outline in Municipal Code 13.52.025. However, all of the trees are included in the project landscape plans and are subject to the maintenance requirements for plant establishment as outlined in Zoning Code 27.71.060. Therefore, the impact to trees to be preserved would be *less than significant*

MITIGATION MEASURES: None required.

V. CULTURAL RESOURCES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	X	1,15,26
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	X	1,15,25
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	X	1,15
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	X	1,15

Discussion

The project site is already developed with two single-story commercial buildings, currently being leased for the sale of used cars. The corner parcel at 28th Avenue and El Camino Real is fenced and vacant. The site is not occupied by any historical resources, and the project site is in a low sensitivity zone wherein archaeological resources generally are not expected to occur.

MITIGATION MEASURES: None required.

VI. GEOLOGY AND SOILS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	X	☐	1,6,15, 24
ii) Strong seismic ground shaking?	☐	☐	X	☐	1,6,15, 24
iii) Seismic-related ground failure, including liquefaction?	☐	☐	X	X	1,6,15, 24
iv) Landslides?	☐	☐	☐	X	1,6,15, 24
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	X	1,6
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	X	1,6
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	X	1,6,21
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X	1,6,15

On September 12, 2013, a Geotechnical Investigation was prepared by Earth Investigations Consultants for the Project (see Attachment 6) to characterize the site foundation soils, investigate the site development feasibility, and to provide preliminary geotechnical design parameters pertaining to grading, drainage, foundations, and basement retaining walls. The results of this preliminary investigation indicate the proposed project is feasible from a geotechnical standpoint.

Discussion

The Project site is located at an approximate elevation of 20 feet above sea level on a very gentle northeasterly sloping to flat alluvial plain. There are no drainage courses or springs mapped on or near the site. There are a number of seasonal drainages that convey runoff to the plain from the hillside front approximately 7000 feet to the southwest. The principal perennial drainage is Laurel Creek mapped approximately 3000 feet to the southeast.

The Project site lies in a tectonically active area between the active San Andreas fault zone mapped in Crystal Springs Reservoir approximately 3 miles to the southwest and the active Hayward fault zone mapped at the foot of the East Bay Hills, approximately 16 miles to the northeast. Historic crustal movements on the San Andreas and Hayward faults have produced

major Bay Area earthquakes affecting the site area with very strong ground shaking. The San Andreas fault has a 21 percent chance of producing a magnitude 6.7 or greater earthquake by the year 2036, and the Hayward fault has a 31 percent chance of a similar scenario. There has been no reported incident of liquefaction in the immediate site area associated with the historic, strong ground shaking. Very strong to very violent earthquake shaking is expected to occur in the event of nearby, major earthquake, mainly because of the thick accumulation of sediment overlying bedrock in this area.

The geotechnical report judged the risk of liquefaction during a nearby major earthquake to be low given the occurrence of generally cohesive and/or dense alluvial soils underlying the site. Saturated, granular soils in the southern part of the site have potential for localized differential settlement from strong ground shaking during a major nearby earthquake. Further, the geotechnical report judged that the potential damage from seismic settle to the proposed structures on the site can be adequately mitigated by strict adherence to appropriate engineering design and construction practices. The latest Uniform Building Code defines the minimum acceptable engineering design and construction practices.

The results of the geotechnical investigation indicate that the proposed Project is feasible from a geotechnical standpoint. The report includes recommendations for seismic design, demolition, site preparation and grading, shoring and underpinning, utility trenches, foundations, retaining walls, slab-on-grade, and pavements. These recommendations were made based on a Project description that included commercial/residential structures with a basement. However, the actual building plans were not available at the time, and the Project now includes three levels of below grade parking. The following standard condition of approval would apply at time of building permit application which would require the design to be in substantial conformance with the recommendations of the geotechnical investigation for the proposed structures and land development. Implementation of **Mitigation Measure MM GEO-1 SOILS REPORT** would reduce the potential geotechnical impacts to *less than significant.*

MM GEO-1 SOILS REPORT

The applicant shall provide a stamped, signed, and dated soil investigation report containing design recommendations to the Building Official. The classification shall be based on observation and any necessary tests of materials disclosed by boring or excavations made in appropriate locations. Additional studies may be necessary to evaluate soil strength, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, seismically induced soil liquefaction, soil instability, and expansiveness. Additionally, the applicant shall submit a stamped, signed, and dated letter from the Geotechnical Engineer or Civil Engineer who prepared the soil investigation stating the following:

a) The plans and specifications substantially conform to the recommendations in the soil investigation.
b) The Geotechnical Engineer or Civil Engineer who prepared the soil investigation has been retained to provide soil site observation and provide periodic and final reports to the City of San Mateo.

Prior to final inspection for any building or structure, 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. ***Mitigation - This mitigation measure shall be incorporated on the project plans prior to the issuance of a demolition and building permit for the project and shall be monitored by the Building Division during demolition and construction activities for the project through routine inspections. (BUILDING)***

Significance After Mitigation: Less than Significant.

VII. GREENHOUSE GAS EMISSIONS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	X	☐	1,7,8
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	X	1,7,8,18

In June 2016, an Air Quality and Greenhouse Gas Assessment of the proposed Project was prepared for the Project by Michael Baker International (see Attachment 8).

Discussion

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

The project's GHG emissions would be generated over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with new vehicular trips and indirect source emissions, such as electricity usage for lighting.

Construction GHG Emissions

The approximate quantity of annual GHG emissions generated by construction equipment is shown in **Table 3-3.**

TABLE 3-3
CONSTRUCTION-RELATED GREENHOUSE GAS EMISSIONS (METRIC TONS PER YEAR)

Construction Activities	CO_2e
2017	449
BAAQMD Potentially Significant Impact Threshold	None
Exceed BAAQMD Threshold?	**No**

*Source: CalEEMod version 2013.2.2. See **Appendix A** for emission model outputs.*

Notes: Project construction activities are assumed to occur over a seven-month period.

As shown, construction would generate approximately 449 metric tons of CO_2e. Once construction is complete, generation of GHG emissions would cease. As previously stated, the BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions.

Operational GHG Emissions

The BAAQMD-recommended threshold is 4.6 metric tons of CO_2e per service population (employees + residents) per year in 2020. The project is expected to generate 140 employees and 195 residents, totaling 335 people. Therefore, the project service population is 335.

TABLE 3-5
GREENHOUSE GAS EMISSIONS PER SERVICE POPULATION

Per Capita Emissions	Emissions	Jobs	Population	Service Population Increase	$MTCO_2e$/ SP/Year	BAAQMD Threshold
Hillsdale Terraces (Year 2020)	1,160	140	195	335	**3.5**	4.6

As shown in **Table 3-5**, dividing the GHG emissions for each time period yields a metric ton per service population ratio of 3.5 for year 2020 conditions. The proposed project would not surpass the year 2020 significance threshold. BAAQMD thresholds were developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA (BAAQMD 2011). Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem, rather than hinder the state's ability to meet its goals of reduced statewide GHG emissions under AB 32. The proposed Project's generation of greenhouse gases would have a *less than significant* impact on the environment.

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

While the Project is below the BAAQMD operational GHG emissions threshold, the City, nevertheless, evaluates the Project's compliance with the City of San Mateo Climate Action Plan.

Compliance with the City of San Mateo Climate Action Plan

The San Mateo CAP is a strategic planning document that identifies sources of GHG emissions within the city's boundaries, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents strategic programs, policies, and projects to reduce emissions from the energy, transportation, land use, water use, and waste sectors. The GHG reduction programs, policies, projects, and strategies are referred to as "reduction measures" in the CAP. The emissions reduction program developed by the City follows the BAAQMD's CEQA Guidelines (2011) and the corresponding criteria for a Qualified Greenhouse Gas Emissions Reduction Program as defined by the BAAQMD, which in turn were developed to comply with the requirements of AB 32 and achieve the goals of the AB 32 Scoping Plan. A Qualified Greenhouse Gas Emissions Reduction Program adopted by a local jurisdiction should include the elements below, as described in CEQA Guidelines Section 15183.5. The BAAQMD's CEQA Guidelines provide the methodology to determine whether a GHG reduction program meets these requirements.

- Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.

- Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable.
- Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specify measures or a group of measures, including performance standards, which substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level.
- Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels.
- Be adopted in a public process following environmental review.

The City's Climate Action Plan meets BAAQMD guidelines as follows:

- The CAP quantifies citywide GHG emissions, both existing and projected over the specified time period, resulting from activities within the city as defined by the City's General Plan.
- The CAP establishes a level, based on substantial evidence, below which the contribution of emissions from activities covered by the plan would not be cumulatively considerable.
- CAP policy provisions reduce emissions to 15 percent below 2005 levels by 2020.
- CAP policy provisions reduce emissions to 35 percent below 2005 levels by 2030.
- CAP policy provisions provide a foundation for the City to reach the goal of reducing emissions to 80 percent below 1990 levels by 2050.
- The CAP identifies and analyzes the emissions resulting from specific actions or categories of actions anticipated within the city.
- The CAP specifies measures or a group of measures, including performance standards.
- The CAP establishes a mechanism to monitor its progress toward achieving the level and to require amendment if the plan is not achieving specific levels.

The reduction measures proposed in the CAP build on inventory results and key opportunities prioritized by City staff, members of the San Mateo Sustainability Commission, and members of the public. The strategies in the CAP consist of measures and actions that identify the steps the City will take to support reductions in GHG emissions. The City of San Mateo will achieve these reductions in GHG emissions through a mix of voluntary programs and new strategic standards. All standards presented in the CAP respond to the needs of development, avoiding unnecessary regulation, streamlining new development, and achieving more efficient use of resources.

The project is consistent with the GHG inventory and forecast contained in the CAP. Both the existing and projected GHG inventory in the CAP were derived based on the land use designations and associated densities defined in the City's General Plan. The City of San Mateo General Plan Land Use Diagram designates the project site as Regional Community Commercial/High Density Multi-Family. The proposed project is consistent with this land use designation. Therefore, since the project is consistent with the City's General Plan and does not propose an amendment to modify the type, intensity, or density of use, it is also consistent with the GHG inventory and forecast in the CAP.

In addition, a specific project proposal is considered consistent with the San Mateo CAP if it complies with the "required" GHG reduction measures contained in the adopted CAP. The required GHG reduction measures applicable to the proposed project include the following:

- Reduction Measure AF 2: Provide EV charging stations with designated parking spaces capable of meeting the California Green Building Code Voluntary Standards.
- Reduction Measure AT 2: Implement TDM strategies to comply with the appropriate trip reduction target identified by the City of San Mateo.
- Reduction Measure SW 1: Provide an area of sufficient space to store and allow access to a compost bin.

The proposed Project would not make any changes to current City standards. All development in the City of San Mateo, including the Project, is required to adhere to all City-adopted policy provisions, including those contained in the adopted CAP. The Project Applicant has completed a checklist to confirm consistency with CAP (see Michael Baker June 2016, Attachment 8). The City ensures all provisions of the San Mateo CAP are incorporated into projects and their permits through development review and applications of conditions of approval as applicable. Therefore, the proposed Project would have *no impact* on applicable City plans, policies or regulations.

MITIGATION MEASURES: None required.

VIII. HAZARDS AND HAZARDOUS MATERIALS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	X	☐	☐	1,10,15, 20
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?	☐	☐	X	☐	1,10,15, 20
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	X	☐	1,10,15, 20
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	X	☐	☐	1,10,15, 20
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	X	☐	1,10,15, 20
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X	1,10,15, 20
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	X	☐	1,10,15, 20
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	X	☐	1,10,15, 20

In September 2013, a Phase I Environmental Site Assessment (Phase I ESA) for the proposed Project site was prepared by Partner Engineering and Science, Inc. (see Attachment 10). This investigation found that the southeastern portion of the Project site was occupied by a gasoline service station from approximately the late 1950's until 1989. The service station building was removed in the mid to late 1990's, and this lot has remained vacant since that time.

The gasoline station contained three 10,000-gallon gasoline underground storage tanks (USTs), one 5,000 gallon UST and one 550 gallon waste soil UST. All of the USTs on the site were removed between 1989 and 1995. The entire areas around the waste oil UST and former service station building were excavated. Soil contamination associated with the former gasoline USTs was determined to be limited to the perimeter of the excavation, and groundwater contamination appeared to be limited to the former service station site.

On June 26, 2001, the San Mateo County Environmental Health Department (SMCEHD) concluded that a significant release of diesel and/or gasoline had not occurred, and the shallow groundwater had not been significantly impacted. The San Francisco Bay Regional Water Quality Control Board (RWQCB) closed the case on August 9, 2001, and the case was closed by SMCEHD on September 12, 2001. Based on the removal of the USTs, the analytical results, and the regulatory closure, the former gasoline station and USTs on-site are no longer considered a recognized environmental condition.

Discussion

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

Due to the age of the buildings currently occupying the Project site, there is a potential that asbestos-containing materials (ACMs) are present. Overall, all suspect ACMs observed during the Phase I ESA investigation were considered to be in good condition and would not pose a health and safety concern to the occupants of the buildings at that time. However, it was recommended that suspect ACMs should be sampled to confirm the presence or absence of asbestos prior to any renovation or demolition activities to prevent potential exposure to workers and/or building occupants. Removal of ACMs by contractors licensed to remove and handle these materials in accordance with existing federal, State and local regulations would ensure that risks associated with the transport, storage, use, and disposal of such materials would be reduced to the maximum extent practical. The following Mitigation Measure was recommended in the Phase I ESA and would reduce the potential risks associated with exposure to and transportation of ACMs *less than significant.* **Mitigation Measure MM HAZ-1 OPERATIONS AND MAINTENANCE PROGRAM** is required.

> **MM HAZ-1 OPERATIONS AND MAINTENANCE PROGRAM:**
> Implement an Operations and Maintenance (O&M) Program in order to safely manage the suspect ACMs located at the subject property. ***Mitigation - This mitigation measure shall be incorporated on the project plans prior to the issuance of a demolition and building permit for the project and shall be monitored by the Building Division during demolition and construction activities for the project through routine inspections. (BUILDING)***
>
> **Significance After Mitigation:** Less than Significant.

The proposed Project includes significant site excavation and off-haul of soils from the site. As previously discussed, remediation measures were previously taken regarding the soil contamination associated with the former gasoline USTs and former service station site, and the case was closed. However, the site may contain residual soil and groundwater contamination following the former excavation. The San Mateo County Groundwater Protection Program has requested that a soils management plan be prepared and submitted to that office for approval as a condition of permit approval. The following standard condition of approval would apply at the time of building permit application and would require soil testing of potentially contaminated soils. In addition, the applicant would be required to submit an approval letter from the County of San Mateo regarding the soils management plan. These conditions would mitigate the risks associated with the disposal of potential hazardous wastes to *less than significant.* **Mitigation Measure MM HAZ-2 EXCAVATED SOILS AND SOILS MANAGEMENT PLAN** is required.

MM HAZ-2 EXCAVATED SOILS AND SOILS MANAGEMENT PLAN:
Excavated site soils shall be tested prior to disposal to confirm that the concentration of constituents present in site soils do to exceed hazardous waste criteria local, state and federal regulations. If the concentration of constituents in the Project site soils do exceed hazardous waste criteria, they will be disposed of as hazardous waste in accordance with local, state and federal regulations. A soils management plan shall be prepared by the applicant and submitted to and approved by the San Mateo County Groundwater Protection Program. ***Mitigation - This mitigation measure shall be incorporated on the project plans prior to the issuance of a demolition and building permit for the project and shall be monitored by the Planning and Building Divisions during demolition and construction activities for the project through routine inspections. (PLANNING and BUILDING)***

Significance After Mitigation: Less than Significant.

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

The proposed operation of the Project does would involve the storage and use of common cleaning substances and building maintenance products. The storage and use of these materials would be subject to existing local, state and federal regulations and would result in a *less than significant* impact on the environment.

c) Would the project emit hazardous emissions or handle hazardous materials, substances or waste with ¼ mile of an existing or proposed school?

The closest school, St. Gregory's Catholic School, is located approximately 0.3 miles west from the Project site at 2701 Hacienda Street, and Beresford Elementary School, is located approximately 0.4 miles west from the Project site at 300 W. 28th Avenue. Since there are no schools located within ¼ mile of the Project site, the impact would be *less than significant.*

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

As discussed above, the Phase I ESA for the Project site disclosed that the case regarding removal of USTs from the site was closed by the San Francisco Bay Regional Water Quality Control Board (RWQCB) on August 9, 2001, and the case was closed by SMCEHD on September 12, 2001. As discussed above, **Mitigation Measures MM HAZ-1 OPERATIONS AND MAINTENANCE PROGRAM** and **MM HAZ-2 EXCAVATED SOILS AND SOILS MANAGEMENT PLAN** would reduce any potential impacts to *less than significant.*

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people living or working in the project area?

San Carlos Airport, the nearest public use airport, is located approximately 4.2 miles southeast of the Project site. San Francisco International Airport is located approximately 8.4 miles northeast

of the Project site. Given the distance from the nearest public use airport, the Project would not be subject to any airport safety hazards. Therefore, the impact would be *less than significant.*

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

There are no private airstrips on or in the near vicinity of the Project site. Therefore, there would be *no impact.*

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

The Project includes improvements for vehicle, bicycle, and pedestrian circulation on the Project site and in the public right-of-way. No physical components that would interfere with the ability to implement emergency response are proposed. The City of San Mateo Fire Department and Police Department have reviewed the proposed project to insure compliance with their respective divisions including but not limited to emergency response plans and the City's security ordinance. Therefore, the impact would be *less than significant.*

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

There are no designated wildland fire hazards in the City of San Mateo. The Project site is located in a highly urbanized area and is not surround by woodlands or vegetation which would provide fuel load for wildfires. Therefore, the impact would be *less than significant.*

IX. HYDROLOGY AND WATER QUALITY

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X	1,11,15
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	X	☐	1,11,15
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	X	☐	1,11,15
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	X		1,11,15
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	X	☐	1,11,15
f) Otherwise substantially degrade water quality?	☐	☐	X	☐	1,11,15
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	X	1,11,15
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	X	1,11,15
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	X	1,11,15
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X	1,15

On February 18, 2015 a Stormwater Control Plan was prepared for the Project by Green Civil Engineering (see Attachment 11). Preliminary design of stormwater treatment features and best management practices for the Project include:

- Landscaped and permeable pavers of roof areas that are self-treating.
- Drainage of other roof and skylight areas that will be carried by down spouts and treated by flow-through planters on the ground floor.
- Ground level walkways and paved surfaces that drain to bio-retention areas.

- Best management practices to reduce potential for pollutants to enter runoff or storm drain system through design features and maintenance practices.

Discussion

The project will require filing a Notice of Intent (NOI) with the San Francisco Regional Water Quality Control Board (SFRWQCB) for discharges of stormwater associated with construction activity. Pollution control measures consistent with the State General Permit must be adhered to. In addition, the permit requires development of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMPs) designed to reduce potential impacts to surface water quality throughout construction and the life of the project. The project would not adversely impact drainage patterns within or around the project site and no water bodies will be altered as part of the proposed project. As a result, implementation of the proposed project is not expected to result in substantial erosion or siltation off-site. Drainage patterns are not expected to be substantially altered as a result of the project. The proposed project would not result in significant increases in stormwater runoff such that new sewer systems would be required. The project will include a number of water retention and treatment measures designed to reduce the volume and improve the quality of stormwater before it leaves the site. And the project will be in compliance with the C.3 storm water requirements under the municipal regional stormwater permit. For these reasons, implementation of the proposed project would not substantially degrade water quality. According to the Safety Element of the General Plan, the site is not located in an area of potential flood hazards from storm water runoff or dam failure. Therefore, potential impacts would be *less than significant.*

MITIGATION MEASURES: None Required

X. LAND USE AND PLANNING

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Physically divide an established community?	☐	☐	☐	X	1,15,16
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	X	☐	1,12,13 15,16
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X	1,12,13 15,16

Discussion

a) Would the project physically divide an established community?

The construction of a mixed-use project with ground floor commercial and 74 residential units above at an existing commercial site with adjacent existing multi-family residential development would not divide an established community. Therefore, there would be *no impact.*

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

The Project is consistent with the City's Zoning Ordinances and Districts, General Plan Policies and Land Use Designation. However, the Project would require an allowable height increase from 40 feet to 55 feet on South El Camino Real. In addition, the Project seeks a density bonus increase to allow 74 units at the site, 8 of which would be marketed as very low income.

<u>Height Increase</u>

The proposed building would be located adjacent to El Camino Real in a zone designated by the City's General Plan policies for a maximum building height of 40-55 feet. A building height in excess of 40 feet and up to 55 feet is allowed only for lots over 100 feet in depth. For lots more than 100 feet deep, heights up to 55 feet are permitted for projects which meet the following criteria and are approved by the City Council:

a. The project provides amenities such as landscaped plazas, covered parking, setbacks from the street, stepbacks of upper stories, and public improvements substantially in excess of City requirements;

b. The building has high design quality which is enhanced by additional building height;

c. Increased building heights are visually related to surrounding building heights and promote the creation of a coherent City image;

d. Increased building heights are compatible with surrounding land uses and will not create adverse shadow or visual impacts on surrounding residential uses; and
e. The City's infrastructure is adequate to accommodate the proposed development.

Since the building is currently proposed with a height greater than 40 feet, affirmative findings would be required for the five criteria above. The City recently adopted the *Mid and South El Camino Real 40-55 Foot Building Height Design Criteria* which provides examples and details to promote consistency in the project review and approval process for applicable projects seeking building heights along El Camino Real greater than 40 feet and up to 55 feet.

Features of the project which meet the criteria include:

- The ground floor use and design along with well integrated landscaping will contribute positively to the pedestrian environment on El Camino Real.
- The planning of the project will replace surface parking along the El Camino Real frontage with commercial and public open space uses.
- Parking will be located below grade.
- The structure is designed with a great deal of facade variety with regard to horizontal and vertical articulation and colors.
- The El Camino Real facade steps down at both corners to provide a transition to smaller scale development on adjacent blocks.
- The structure has a fully developed design on all facades.
- The corners at both the 28th and 27th Avenue intersections with El Camino Real have been designed with public open spaces capable of featuring restaurants with outdoor seating.
- Public art is provided to enrich the pedestrian experience.
- Off-site public amenities include improved pedestrian crosswalks at 27th and 28th Avenues and a landscaped median along that full block of El Camino Real.

The Project received a positive evaluation from the City's Design Review Consultant to allow the height increase (see Design Review Report in Attachment 4). Based on this review and staff analysis, the Project would comply with the standards set forth in the *Mid and South El Camino Real 40-55 Foot Building Height Design Criteria.* Therefore, the impacts associated with the height increase would be *less than significant.*

Density Bonus

The Project site is slightly less than one acre and could contain a maximum of 49 residential units as regulated by the Zoning Code. However, the Project proposes a residential density of 74 units which exceeds the Zoning Code maximum density. The project includes a by-right density increase under the State Density Bonus Law, State Government Code Section 65915, which allows for a density increase in exchange for the provision of affordable housing. By providing 11% of the 49 permitted (or Base) units as very low income units, the applicant could receive a 35% increase in density and two concessions or incentives. This means that the Project could increase the density to 67 units by providing 6 very low income units. However, the Project would provide 8 very low income units and has requested two concessions: 1) that the city of san Mateo allow a higher Floor Area Ratio (FAR) than allowed under existing zoning (2.5 rather than 2.0), and 2) that the City allow the developer to build a total of 74 units representing a 51% density bonus, rather than the 67 units (35% density bonus) that would be allowed by-right under the State law.

The City of San Mateo's Below Market Rate (Inclusionary) Program requires developments of eleven (11) or more residential units to provide a minimum of 10% below market rate (BMR) units which would result in a requirement of 5 BMR for the proposed Project. In exchange for an increase to 74 units, the Project would provide a total of 8 BMR units that results in an increase of 3 additional BMR units over the City's Inclusionary Program requirement. Table 1 shows the number of BMR units and total number of units that would be provided if developed:

1) to meet the City's BMR Ordinance requirement, or
2) as allowed by the State Density Bonus provision, or
3) if developed as proposed by the Project.

Table 1

BMR Requirement For 49 Base Units	Increase over Base Units	Very Low Income BMR Units	Total Units
City BMR (Inclusionary) Program 10% of Base Required	20%	5	59
State Density Bonus Law 11% of Base Required	35%	6	67
Project Density Bonus No Maximum Requirement	51%	8	74

Consistent with State law, the City of San Mateo's Density Bonus Ordinance states that the City shall grant concessions to proposed developments unless "the concession or incentive is not required to provide for affordable housing cost" (San Mateo Municipal Code Section 27.16.060). The Project applicant provided a financial analysis intended to demonstrate that the concessions requested are critical and material to the proposed Project's ability to provide affordable units. This analysis was reviewed by Economic & Planning Systems (EPS) in June 2015 (see Attachment 13) along with several additional scenarios the developer could pursue such as meeting the City's inclusionary housing requirements which would only require 5 low income units.

Even with lower BMR unit counts or higher income levels, none of the scenarios evaluated would meet the expected feasibility threshold (10 percent return on costs) without either of the concessions requested from the City. With 8 very low income units, the developer is entitled by State law to a second concession and even a third, which the developer has not requested. The financial analysis indicates that these 8 very low income units cannot be provided through the maximum 35% density bonus alone, or even with a single concession of an increased FAR. However, with both the FAR increase and additional 6 units for a total of 74 rather than 67 units (including 3 additional BMR units above the required 5 BMR units), the developer can provide and the City can receive more affordable units than would otherwise be feasible. EPS concluded that both concessions are required to provide for the proposed affordable housing costs. Therefore, there would be a *less than significant impact* associated with the City's Density Bonus Ordinance.

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

There is currently no existing applicable habitat conservation plan or natural community in the City of San Mateo. Therefore, *no impact* would occur.

MITIGATION MEASURES: None Required.

XI. MINERAL RESOURCES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X	1,15,27
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?	☐	☐	☐	X	1,15,27

Discussion

There are no mineral resources within the City of San Mateo. Construction of the proposed project would not result in the loss of availability of a known mineral resource.

MITIGATION MEASURES: None Required

XII. NOISE

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	X	☐	☐	1,8, 11,12, 15
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	X	☐	☐	1,8, 11,12,15
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	X	☐	1,8,11, 12,15
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	X	☐	☐	1,6,8,11, 12,14
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	X	☐	1,8,11, 12,14
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	X	☐	1,8, 11,12,14

On November 12, 2014, a Preliminary Noise Assessment Study was prepared for the Project by Wilson Ihrig & Associates (see Attachment 9). Noise measurements were conducted for several days at the site and in the near vicinity. The Project includes demolition of the commercial structures and parking lots on the site, significant site excavation, construction of a new mixed-use five-story structure and site improvements including landscaping and construction of a 10' to 14' sound fence along the west property boundary. The Study made recommendations regarding construction design to limit interior noise levels and for construction methods to limit exterior noise impacts during demolition and construction of the Project.

The Project site is adjacent to the Hillsdale Apartments complex on the west which is approximately 45 feet away from the proposed building at the nearest point and separated by the Project driveway, landscaped areas and the sound fence. Due to possible occupancy by children and the elderly, this use is considered sensitive.

Short-term noise impacts would be created by demolition of the existing structures and during construction of the project. Noise created by demolition and construction equipment is quite similar in terms of level and character of the noise. Due to the proximity and existing traffic conditions of El Camino Real, the Noise Study assumed the noise generated by traffic from the Project would be negligible. Rather, project-generated operational noise would be generated by mechanical noise related to forced-air ventilation and air conditioning systems of the Project buildings. Given the prevailing level of environmental noise in the area surrounding the site, and providing that adequate noise abatement measures are implemented in the mechanical equipment to be serving the project so that it meets the requirement of the Municipal Code's

Noise Ordinance by the nearest sensitive receivers, then no net increase in future noise levels is expected as a result of the project.

Discussion

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

The Project is expected to generate noise levels in excess of standards established in the local Noise Ordinance for very brief periods of time by some construction equipment during the construction phase. No pile driving is expected to be necessary during construction.

The Noise Study analyzed the possibility of erecting temporary acoustical barriers along the west property line to shield sensitive receptors in the residential area adjacent to the Project site. However, both the Hillsdale Apartments and the Edison Condominiums located west of the Project site are built atop partially sunken garages with windows and balconies in those buildings spanning in heights of 6 to 14 feet above ground for the first level and higher for the 2nd and 3rd stories. Because noise barriers are only effective if they can interrupt the line of sight between the source of the noise and sensitive receptors, temporary acoustical barriers would not be effective due to the physical heights above the typical barriers of 6 to 12 feet which would only be minimal for the 1st story and of no benefit for sensitive receptors in the 2nd and 3rd stories.

Alternatively, in order to minimize possible adverse effects due to demolition and construction noise, the following mitigation measures are recommended by the Noise Study. **Mitigation Measure NOI-1 NOISE REDUCTION** would reduce the impacts to *less than significant.*

MM NOI-1 NOISE REDUCTION:

- Per the Noise Ordinance, Section 7.30.060(e), work shall be conducted during the hours of:
  7:00 am to 7:00 pm M-F
  9:00 am to 5:00 pm on Saturdays
  Noon to 4:00 pm on Sundays and holidays
- Use only construction equipment which produces no more than 90 dBA at 25ft if possible. (Noise Ordinance Section 7.30.060(1))
- Limit noise at any point outside the property plane to 90 dBA (Noise Ordinance Section 7.30.060(2)) if possible.
- The operation of leaf blowers shall additionally comply with Chapter 10.80 of the Municipal Code “Operation of Leaf Blowers”.
- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuated shields or shrouds, wherever feasible).
- Limit circulation of equipment and trucks used for project construction to El Camino Real as much as possible as this road has the highest levels of traffic noise and is populated by less noise sensitive land uses.
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for Project construction shall be hydraulically or electrically powered wherever

possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to 10 dBA. External jackets on the tools themselves shall be used if such jackets are commercially available, and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.

- Stationary noise sources shall be located as far from adjacent sensitive receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures to provide equivalent noise reduction.
- Turn off all idling equipment when not in use especially during evening and early morning hours.
- Use equipment of only necessary size and power, as larger equipment tends to generate more noise.
- Limit the equipment on site by keeping only that equipment necessary for the tasks at hand.
- Use quieter backup alarms whenever possible such as manually adjustable, ambient-sensitive or broadband-type alarms.
- Minimize drop height when loading excavated material onto trucks.
- Pre-auger soldier piles so as to minimize noise and vibration during insertion/driving. Consider using auger cast-in-place techniques to minimize noise and vibration.
- Designate an on-site construction noise complaint and enforcement manager for the project.
- Post signs on-site indicating the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The signs shall also include a listing of both the City and construction contractor's telephone numbers for the public to contact during regular construction hours and during off-hours.
- Notify neighbors and occupants within 300 feet of the Project construction area at least 30 days in advance of extreme noise generating activities and provide an estimate of the duration of the activity.
- A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

Mitigation - This mitigation measure shall be incorporated on the project plans prior to the issuance of a demolition and building permit for the project and shall be monitored by the Planning Division and Building Division during demolition and construction activities for the project through routine inspections (PLANNING, BUILDING)

Significance After Mitigation: Less than Significant.

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

Project operation will not expose persons to excessive groundborne vibration or groundborne noise levels. Project construction could exceed both for brief periods while the driveway between the proposed building and the neighboring residential area is constructed. Implementation of **Mitigation Measure NOI-1 NOISE REDUCTION** would reduce the impacts to *less than significant.*

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

The Project will create noise in the Project vicinity of two primary types: increases in traffic noise due to occupants entering/leaving the project and mechanical noise due to equipment servicing the project such as garage exhaust fans and cooling equipment. As discussed above, given the substantial volumes of traffic in the project vicinity, no permanent increase in traffic-related noise is expected as a result of the Project.

Mechanical equipment shall be controlled by means of equipment selection, equipment location with respect to noise sensitive receptors and/or by means of sound screens so as to comply with the City of San Mateo Noise Ordinance's maximum permissible sound levels as in Section 7.30.040. With these measures in place, the Project is not expected to create a permanent increase in noise levels in the Project vicinity. To the contrary, the Project is expected to provide a significant benefit to residences behind it. Residences to the west will benefit from the shielding of El Camino Real traffic noise to be provided by the proposed building's massing. Therefore, the potential impacts would be *less than significant.*

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

The Project will create temporary but not periodic increases in ambient noise levels in the Project vicinity above levels existing without the project. These temporary increases will take place during construction. As discussed in (a) above, **Mitigation Measure NOI-1 NOISE REDUCTION** would reduce the impacts to *less than significant.*

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The Project is not within an airport land use plan. San Carlos Airport, the nearest public use airport, is located approximately 4.2 miles southeast of the Project site. San Francisco International Airport is located approximately 8.4 miles northeast of the Project site. Given the distance from the nearest public use airport, the Project would not be subject to excessive noise levels due to airport noise. Therefore, the impact would be *less than significant.*

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

The Project is not within the vicinity of a private airstrip and falls outside the CNEL 65 noise contour line of all nearby airports. Therefore, the impact would be *less than significant.*

XIII. POPULATION AND HOUSING

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	X	1,15,16, 19
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X	1,15,16, 19
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	X	1,15,16, 19

Discussion

The proposed Project is the construction of a new commercial and multi-family residential condominium building on property zoned for commercial and residential use. Therefore, it would not cause substantial population growth that is not otherwise already consistent with and analyzed in the General Plan. There is no existing housing on the Project site. Therefore, there would be *no impacts* to population growth or existing housing.

MITIGATION MEASURES: None Required

XIV. PUBLIC SERVICES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
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 any of the public services:					
Fire protection?	☐	☐	X	☐	1,15,16
Police protection?	☐	☐	X	☐	1,15,16
Schools?	☐	☐	X	☐	1,15,16
Parks?	☐	☐	X	☐	1,15,16
Other public facilities?	☐	☐	X	☐	1,15

Discussion

The Project is located in an urbanized area currently served by municipal services. The Project will be subject to various impact fees due to anticipated incremental increase in demand on public services and will therefore be required to pay fees to meet its demand for services. It is not anticipated that an infill project of this type and size will significantly change or impact public services or require the construction of new or remodeled public service facilities. Therefore, the impacts would be *less than significant.*

MITIGATION MEASURES: None Required

XV. RECREATION

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	X	☐	1,15,16
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?	☐	☐	☐	X	1,15,16

Discussion

Development of the Project would result in some additional use of parks and park facilities. The Project has some on-site amenities for the residents, such as the roof top deck, ground floor plazas, and landscape elements that reduce and treat stormwater runoff. However, it is not anticipated that these site amenities would have any adverse impacts on the environment. In addition, the Project is required to pay park in-lieu fees to the City to meet the anticipated incremental increase in demand on public park and recreational services. Therefore, the impacts would be *less than significant.*

MITIGATION MEASURES: None Required

XVI. TRANSPORTATION/TRAFFIC

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	X	☐	☐	1,7,15
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	X	☐	1,7,15
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	X	1,7,15
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	X	☐	1,7,15
e) Result in inadequate emergency access?	☐	☐	X	☐	1,7,15
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	X	1,7,15

On May 17, 2016, a traffic impact analysis (TIA), Transportation Management Plan (TMP) and a Parking Management Plan (PMP) were prepared by Hexagon Transportation Consultants, Inc. (see Attachment 7).

Discussion

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

Trip Reduction

The proposed Project is located within the San Mateo Rail Corridor Transit-Oriented Development (TOD) Plan area which targets a 25% trip reduction for new residential development within the TOD area. The Project is also located within the Hillsdale Station Area Plan area which requires new development on properties in the Station Area to develop a Trip reduction and Parking Management Program. The Transportation Management Plan prepared by Hexagon incorporates strategies to achieve the 25% reduction in residential trips.

The Project plans to provide residents with Caltrain Go Passes and will promote the use of both SamTrans bus routes and Caltrain commuter trains through an online transportation information center. This would encourage residents to use the nearby transit services and provide easy access to route destinations and timetables. Along with information about transit services, the online transportation information center would include information about bicycle routes. By providing this information and long term bicycle parking in the parking garage, bicycling will be a viable mode of transportation for residents. Also, the Project has provisions to include an on-site business center on the first floor. This business center would enable residents to accomplish business tasks such as copying, scanning, faxing, mailing, etc. This business center would promote telecommuting and reduce residential trips. These TDM strategies would help the project meet the required 25% reduction in residential trips.

In addition to the TDM strategies discussed above, the Project incorporates design measures to encourage walking, biking, and use of transit:

- Proximity to Rail. The Project site is directly served by several SamTrans bus routes and is within walking distance of the Hillsdale Caltrain Station. This minimal distance to bus and transit stops promotes walking and transit use.
- Site Design. The project would provide building entrances along El Camino Real, 27th Avenue, and 28th Avenue directly adjacent to the sidewalks. The project proposes adding community amenities such as high visibility crosswalks, new landscaping, and accessible ramps along El Camino Real.
- Vehicle Parking Supply. The parking supply and demand are discussed in detail in the Project's Parking Management Plan. Based on that analysis, the Project parking supply would not be excessive nor result in greater walking distances for pedestrians.
- Clean Air Vehicle Parking/Electric Vehicle Charging Stations. The project would include parking spaces for low emitting/fuel efficient vehicles. In addition, the Project plans to leave space to convert the low emitting/fuel efficient spaces to spaces that include a charging station for electric vehicles.
- Bicycle Parking. Secure bicycle parking encourages residents and employees to bike to their destinations. The Project proposes short-term parking at the ground floor main entrance and a long-term bicycle parking area located on the mid-level of the parking garage.

Project Trip Estimates

Project trips associated with the proposed residential and commercial uses and are estimated based on average trip generation rates obtained from ITE *Trip Generation Manual*, 9th Edition, for Residential Condominium/Townhouse (ITE land use code 230) and High-Turnover (Sit-Down) Restaurant (ITE category 445). Although the proposed commercial space could be used for retail or office, the commercial trips were estimated using trip generation rates for high-turnover restaurants because the restaurant use would generate the highest trips among various commercial uses.

Because the project would replace the existing occupied uses, trips associated with the existing uses were subtracted from the project-generated traffic to derive the net site-generated trips. The peak hour trips generated by the existing uses were obtained from driveway counts at existing site driveways.

After applying the appropriate trip reductions and existing site trip credits, the project would generate 2,079 new daily vehicle trips, with 176 new trips occurring during the AM peak hour (88 inbound and 88 outbound) and 162 new trips during the PM peak hour (99 inbound and 63 outbound). Table ES 1 shows the project trip generation estimates.

Table ES 1
Project Trip Generation Estimates

					AM Peak Hour				PM Peak Hour			
Land Use	Size	Unit	Daily Rate	Daily Trips	Peak Rate	Trips In	Trips Out	Total Trips	Peak Rate	Trips In	Trips Out	Total Trips
Proposed Use												
Residential Condominium [1]	74	units	5.81	430	0.44	6	27	33	0.52	25	13	38
Restaurant [2]	13.98	ksf	127.2	1,777	10.81	83	68	151	9.82	82	55	137
Proposed Total				**2,207**		**89**	**95**	**184**		**107**	**68**	**175**
Trip Reduction												
TDM Trip Reduction [3]				(108)		(1)	(7)	(8)		(6)	(3)	(9)
Existing Uses												
Existing Site Trips [4]				(20)		0	0	0		(2)	(2)	(4)
Net New Project Trips				**2,079**		**88**	**88**	**176**		**99**	**63**	**162**

Notes:
All rates are from: Institute of Transportation Engineers, *Trip Generation Manual, 9th Edition*
1. Land Use Code 230: Residential Condominium/Townhouse (average rates, expressed in trips per dwelling unit)
2. Land Use Code 932: High-Turnover (Sit-Down) Restaurant (average rates, expressed in trips per 1,000 square feet gross floor area)
3. 25% trip reduction applied to residential trips based on the goal set in the San Mateo Rail Corridor Transit-Oriental Development Plan.
4. Existing AM and PM peak hour trip credits based on 9/9/2015 driveway counts. Existing daily trips were estimated.

Table ES 2

Intersection Level of Service Summary

Intersection	Peak Hour	Existing Avg Delay	Existing LOS	Existing + Project Avg Delay	Existing + Project LOS	Background Avg Delay	Background LOS	Background + Project Avg Delay	Background + Project LOS	Cumulative + Project Avg Delay	Cumulative + Project LOS
Signalized Intersections:											
El Camino Real and 25th Avenue	AM	28.0	C	28.0	C	31.8	C	32.0	C	21.8	C
	PM	30.9	C	31.1	C	36.9	D	37.3	D	22.2	C
El Camino Real and 27th Avenue	AM	18.4	B	19.9	B	19.3	B	20.7	C	20.0	B
	PM	14.7	B	15.5	B	14.9	B	16.0	B	15.0	B
El Camino Real and 28th Avenue	AM	22.8	C	24.9	C	23.6	C	25.7	C	23.0	C
	PM	22.1	C	23.9	C	22.8	C	24.6	C	23.3	C
El Camino Real and 31st Avenue	AM	22.0	C	21.4	C	21.7	C	21.1	C	32.5	C
	PM	26.8	C	26.6	C	27.4	C	27.2	C	32.4	C
El Camino Real and Hillsdale Boulevard (West)	AM	26.4	C	26.5	C	26.7	C	26.8	C	41.5	D
	PM	27.1	C	27.1	C	27.4	C	27.5	C	38.5	D
El Camino Real and Hillsdale Boulevard (East)	AM	24.4	C	24.9	B	26.1	C	26.7	C	41.5	D
	PM	24.7	C	24.8	C	25.7	C	25.8	C	38.5	D
Unsignalized Intersections											
Edison Street and 27th Avenue	AM	10.2	B	10.4	B	10.4	B	10.6	B	11.1	B
(Two-way stop)	PM	9.7	A	9.9	A	9.9	A	10.0	B	10.5	B
Edison Street and 28th Avenue	AM	12.2	B	12.5	B	12.5	B	12.9	B	15.8	C
(Two-way stop)	PM	10.9	B	11.1	B	11.1	B	11.3	B	13.0	B
Flores Street and 27th Avenue	AM	8.2	A	8.3	A	8.3	A	8.4	A	8.4	A
(All-way stop)	PM	8.0	A	8.0	A	8.1	A	8.1	A	8.4	A
Flores Street and 28th Avenue	AM	8.6	A	8.8	A	8.8	A	9.0	A	9.1	A
(All-way stop)	PM	8.2	A	8.3	A	8.3	A	8.4	A	8.9	A

Notes:
For all-way stop controlled unsignalized intersections, LOS are based on average delay per vehicle for all movements.
For two-way stop controlled intersection, the average delay reflects the worst-case approach.

Intersection Level of Service Impacts

Table ES-2 summarizes the results of the intersection PM peak hour level of service analysis under the following conditions: existing (Chapter 2), background (Chapter 3), existing plus project (Chapter 4), background plus project (Chapter 4), and cumulative with project (Chapter 5) conditions. The results of the level of service calculations show that all of the study intersections would operate at mid-level of service (LOS) D or better under all conditions, which is in accordance with San Mateo LOS standards.

However, the project would, as a result of its contribution to cumulative increases in traffic, be required to pay its fair share to the City of San Mateo Traffic Impact Fee. The project will contribute to the growth in cumulative traffic demand. Intersection improvements identified in the City of San Mateo Traffic Mitigation Report will be required to maintain intersection levels of service within the adopted standards at some intersections. **Mitigation Measure TRA-1 TRANSPORTATION IMPROVEMENT FEE** would reduce this impact to *less than significant.*

MM TRA-1 TRANSPORTATION IMPROVEMENT FEE:

The applicant shall pay a fee proportional to the Project's share of transportation improvements needed to serve cumulative development within the City of San Mateo. The fee amount will be based upon the city Council resolution in effect at the time the building permit application is made. The fee shall be collected by the Public Works Department and paid prior to issuance of the first superstructure building permit. ***Mitigation - This mitigation measure shall be incorporated on the project plans prior to the issuance of a demolition and building permit for the project and shall be monitored by the Public Works Department prior to issuance of the first superstructure building permit. (PUBLIC WORKS)***

Significance After Mitigation: Less than Significant.

Turn Pocket Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for turn lanes at intersections where the project would add substantial number of trips to the turn movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing and background conditions. The following turn movements were selected for evaluation:

- El Camino Real and 27th Avenue – northbound left turn
- El Camino Real and 28th Avenue – northbound left turn

At the intersection of El Camino Real and 27th Avenue, the queuing analysis results show that northbound left turn storage would be adequate for this intersection during both AM and PM peak hours under all conditions.

At the intersection of El Camino Real and 28th Avenue, the queuing analysis results show that under existing and background conditions, the 95th percentile vehicle queue for the northbound left turn lane is equal to the storage capacity during the AM peak hour and the northbound left-turn queue would exceed the available storage by one vehicle during the PM peak hour. The project is expected to increase this queue by one vehicle during the AM and PM peak hours. Under project conditions the 95th percentile vehicle queue for the northbound left turn lane is expected to exceed the available storage by one vehicle during the AM peak hour and by two vehicles during the PM peak hour. However, based on field observations, the northbound left-

turn queue was not seen to overspill the left-turn pocket during the peak hours. El Camino Real has three through lanes so the occasional car spilling out of the turn pocket would not disrupt flow in any noticeable manner. It is anticipated that the project would not create a noticeable change in vehicle queuing and Hexagon does not recommend any changes to the left-turn lane.

Unsignalized Intersection Analysis

The unsignalized intersections of Edison Street/27th Avenue and Edison Street/28th Avenue are currently under one-way stop control. The intersections of Flores Street/27th Avenue and Flores Street/28th Avenue are currently under all-way stop control. The level of service analysis at these intersections showed that all of them would operate at acceptable levels of service under all conditions. Signal warrant analyses were performed based on the peak-hour turning-movement volumes projected at these intersections. The analysis concluded that the projected peak-hour traffic volumes would not warrant signalization at any of these four intersections.

Pedestrians, Bicycles, and Transit

Pedestrian facilities in the project vicinity consist of sidewalks along all of the surrounding streets and crosswalks with pedestrian signal heads at all of the signalized intersections. The intersections of El Camino Real/27th Avenue and El Camino Real/28th Avenue do not have crosswalks on the north legs on El Camino Real. The proposed site plan shows that the project would provide a new sidewalk on the north leg of the El Camino Real/27th Avenue intersection. Overall, the existing and proposed pedestrian facilities surrounding the site are sufficient to accommodate the pedestrian traffic generated by the proposed development.

Bicycle facilities in the immediate vicinity of the project site are provided on Hacienda Street and 25th Avenue. These existing bicycle facilities are not well-connected, and do not provide immediate access to the project site. For immediate access to the project site, bicycle riders would share the road with vehicles. Both 27th Avenue and 28th Avenue are fairly low-speed and low-volume roads, but they have narrow lane widths.

The *City of San Mateo Bicycle Master Plan* adopted on October 17, 2011 has identified the City's proposed bike network within the project area. According to the Bicycle Master Plan, 28th Avenue from El Camino Real to Mason Lane, Flores Street from 31st Avenue to 25th Avenue, and Edison Street from 31st Avenue to 41st Avenue are all proposed for Class III signed bicycle routes. Under the Bicycle Master Plan build-out scenario, the project site would have improved bicycle access.

Bus stops are conveniently located on 27th Avenue, 28th Avenue, and El Camino Real adjacent to the project site. It is expected that new transit trips generated by the project would be well-served by the existing bus lines. The Hillsdale Caltrain Station is within a half mile of the project site and according to the *Hillsdale Station Area Plan*, adopted on April 18, 2011, the station would be relocated to between 28th Avenue and 31st Avenue, which would make it much closer to the project site.

Site Access and Circulation

Site access and on-site circulation were evaluated using commonly accepted transportation planning principles. This review was based on the project site plan dated April 14, 2016. Generally, the proposed site plan would provide adequate connectivity through the site and parking areas for vehicles, bicycles, and pedestrians.

Vehicular Site Access

Vehicular access to the project site would be provided via two driveways: one is located at the northern end of the project site on 27th Avenue and the other one is located at the southern end of the project site on 28th Avenue. Both driveways at 27th Avenue and 28th Avenue would connect to the ramps to the underground garage entrance, which is located at the center of the project building.

Both driveways would be close (about 75 feet) to the intersections of El Camino Real/27th Avenue and El Camino Real/28th Avenue; therefore, vehicle queues on 27th Avenue and 28th Avenue would occasionally extend beyond and block the project driveways during red lights. Because the vehicle queues would clear once the signals turn green, vehicles exiting the project driveways would not experience too much delay and would be able to find sufficient gaps to exit the driveways.

Vehicles entering the project driveway on 27th Avenue would occasionally disrupt westbound traffic flow when the eastbound vehicle queue blocks the project driveway, and the entering vehicles would have to wait on the street until the queue is clear. The project would generate 30 and 35 inbound trips during AM and PM peak hours at the 27th Avenue driveway, which is about one car every two minutes. Given the low traffic volume on 27th Avenue and the signal cycle length (less than two minutes) at the El Camino Real/27th Avenue intersection, the entering vehicles are not expected to cause a noticeable delay increase for traffic on 27th Avenue or cause queuing issues at the project driveway.

Vehicular Onsite Circulation

According to the site plan, the project proposes three levels of below ground parking with the first level for commercial parking and the second and third levels for residential use. Both driveways at 27th Avenue and 28th Avenue would connect to the ramps to the underground garage entrance, which is located at the center of the project building. The slope of the parking garage entrance ramp would be 13%, and the slope of the garage ramps between levels would be 6%. The parking aisles typically measure 24’-0’’, which would be adequate to allow vehicles to maneuver in and out of parking spaces. Generally, the site plan shows good circulation through the parking garage

The project proposes two loading zones adjacent to each driveway along 27th Avenue and 28th Avenue, which would meet the City's requirements for loading zones.

Vehicle Parking

The City of San Mateo municipal code and the Hillsdale Station Area Plan each specify parking requirements for residential and commercial developments. However, the Hillsdale Station Area Plan establishes the precedent that for zones within the plan area, the regulatory framework of the Hillsdale Station Area Plan supersedes the General Plan/Zoning Code. Therefore, the proposed project would need to satisfy the parking requirements listed for the Hillsdale Station Area Plan.

Although the commercial space could be used as restaurant, retail, or office space, the parking requirements for the proposed commercial space were based on a restaurant use because a restaurant would generate a higher parking demand than either a retail or office use.
The Hillsdale Station Area Plan parking requirements are:

- 1.0 resident parking spaces for every one-bedroom unit

- 1.3 resident parking spaces for every two-bedroom unit
- 1.6 resident parking spaces for every three-bedroom unit
- 0.2 visitor parking spaces for every residential unit
- 4.0 parking spaces per 1,000 square feet for restaurant uses

To meet the Hillsdale Station Area Plan requirements, the project would need to provide 107 parking spaces for residential use (92 for tenants and 15 for visitors) and 56 parking spaces for the commercial (restaurant) use for a combined total of 163 spaces. The project proposes 115 parking spaces for the residential use (100 for tenants and 15 for visitors) and 56 spaces for the commercial use for a combined total of 171 spaces. Therefore, the project would satisfy the vehicle parking requirements.

Bicycle Parking

According to the City Code, the project is required to provide 7 short-term and 1 long-term bicycle parking spaces for the commercial use and 6 short-term and 89 long-term bicycle parking spaces for the residential use. The project would provide 38 short-term bicycle spaces located at the main entrance on El Camino Real. The project would provide 90 long-term bicycle parking spaces in level 2 of the underground parking garage within an enclosed room in the gated area designated for residential vehicle parking. Long term bicycle parking for commercial tenants would be provided within the commercial floor area once the tenants have been identified.

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

The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Mateo and the City/County Association of Governments of San Mateo County (C/CAG). Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment. The study determined traffic impacts of the proposed development on 10 study intersections during the weekday AM and PM peak periods of traffic. Since it is estimated that the project would add more than 100 peak hour vehicle trips to El Camino Real (SR 85), the project applicant is required to prepare a trip reduction plan in accordance with the C/CAG trip reduction checklist.

Additionally, the Project location falls within the boundary of both the San Mateo Rail Corridor Transit-Oriented Development Plan and the Hillsdale Station Area Plan. As part of these plans, it is stipulated that new developments prepare a Transportation Management Plan (TMP). The purpose of the TMP is to evaluate trip reduction strategies with the goal of reducing overall vehicular trip making activity in the area.

The Project, without trip reductions, would generate 184 AM peak hour trips and 175 PM peak hour trips. However, the TMP prepared for the Project found that, accounting for pass by trips and diverted-linked trips, a reasonable starting point for scoring C/CAG trip credits was determined to be 81 trips. The Project site design includes the following TDM measures to comply with the C/CAG requirements: bike storage, upgrades to pedestrian facilities, upgrades to landscaping, proximity to rail, fuel efficient vehicle parking, unbundling of residential parking, and participation in the Rail Corridor TMA. Adapting C/CAG's TDM measures for employment and

residential uses to the proposed project, it was determined that the Hillsdale Terrace mixed-use development project could receive 31 trip credits based on the TMP, thus offsetting the project's net trip generation to less than zero. As a result, a *less than significant* impact would occur.

c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The Project site is located approximately 4.2 miles from the San Carlos Airport and approximately 8.4 miles from the. San Francisco International Airport, and not within any flight paths. Therefore, the Project would not change air traffic patterns, and *no impact* would occur.

d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The Project proposes an increase in residential density and commercial use on a site that has existing commercial use and which is adjacent to multi-family and single-family residential uses to the west. The Project would not result in an incompatible use that could substantially increase hazards. All design features of the Project site, including ingress/egress driveways, and pedestrian facilities are subject to the City's requirements such as meeting minimum vehicle and bicycle parking spaces, and setback requirements. As a result, the Project would result in *less than significant* impacts related to hazards.

e) *Would the project result in inadequate emergency access?*

Vehicular access to the Project would be via 27th and 28th Avenues, and pedestrian and bicycle access would also be via 27th and 28th Avenues as well as South El Camino Real. Improved pedestrian crosswalks are proposed for 27th and 28th Avenues. The Project site plan has been reviewed by the City's Police and Fire Departments and found to provide adequate emergency access. Therefore, the Project would result in *less than significant* impacts for emergency access.

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

The Project site is well served by alternative transportation including bus stops located directly adjacent to the Project on El Camino Real at 27th and 28 Avenues. In addition, there are bus stops located at the Hillsdale Shopping Center and Caltrain Hillsdale Station that are within a quarter mile of the Project Site. According to the Hillsdale Station Area Plan, the Caltrain station would be relocated to be between 28th and 31st Avenues, which would make it much closer to the Project site. Additionally, the Project design includes more than required short and long term parking facilities and wide sidewalks and improved pedestrian crosswalks at 27th and 28th Avenues. The Project design supports alternative transportation uses and would create *no impact* to adopted plans and programs.

XVII. UTILITIES AND SERVICE SYSTEMS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X	1,11,15, 16
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X	1,15
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	X	1,11,15, 16
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X	1,11,15, 16
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	X	X	1,15
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	X	15
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X	15,16,27

Discussion

The project will require filing a Notice of Intent (NOI) with the SFRWQCB for discharges of stormwater associated with construction activity. Pollution control measures consistent with the State General Permit must be adhered to. In addition, the permit requires development of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will include Best Management Practices (BMPs) designed to reduce potential impacts to surface water quality throughout construction and the life of the project. Furthermore, the project will be in compliance with the C.3 storm water requirements under the municipal regional stormwater permit.

The relatively small-scale of the increase in energy resource consumption that would occur from the development of the new structures on the project site would not result in excessive use of energy or non-renewable resources. The proposed project would result in a slight increase in utility usage and water consumption as well as generation of solid waste and storm water. However, the Public Works department has determined that there is adequate infrastructure capacity serving the site to adequately handle the increases.

The City-Wide Sewer System Study, City of San Mateo, June 2005 is on file at the City of San Mateo's Public Works Department. Based upon this analysis, it has been determined that there is enough capacity in the system during dry weather flow conditions to accommodate the proposed development. During wet weather flow conditions, the proposed project will have an additional

impact on the existing capacity of the South Trunk Sewer. 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 determined under the City Council resolution in effect at the time the building permit application is made.

Since this project proposes the demolition of existing structures and paving in order to construct the proposed structures, construction and demolition waste will be generated. The project will conform to the City's Construction and Demolition Debris Ordinance, which requires recycling of construction and demolition waste. This can be accomplished by salvaging building materials for reuse prior demolition and sorting of construction waste after demolition in order to recycle these materials and thereby diverting these materials from landfills.

As a condition of approval, the City shall collect wastewater treatment plant impact fee(s) prior to the issuance of a building permit to defray the cost to construct improvements and upgrades to the waste water conveyance system:

- The applicant shall contribute fees toward the Waste Water Treatment Plant expansion based upon the average projected sanitary flow, as determined under the City Council resolution in effect at the time the building permit application is made. The fee shall be paid prior to issuance of the building permit.

- In order to meet the increased demands on the South Trunk Sewer system created by this project, the applicant shall contribute fees toward the construction cost to increase its capacity based upon the project's average projected sanitary flow. The fee amount will be based upon the City Council resolution in effect at the time the building permit application is made. The fee shall be paid prior to issuance of the building permit.

With the implementation of these two fees, as conditions of approval, the project would result in a *less than significant* impact to utilities and service systems.

MITIGATION MEASURES: None Required

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	X	1,2,3,11, 15,16,27
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)?	☐	X	☐	☐	1,7,11, 15,27
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	X	☐	☐	1-27

Discussion

As discussed in the individual sections above, condition of approval measures to reduce air quality and noise impacts during construction, as well as, fees to offset long range cumulative impacts to transportation and sewer systems are included in the project to ensure that project impacts associated with these topics would be reduced to a less-than-significant level or avoided.

No rare or endangered bird, reptile, insect and mammal species are present on the site. The landscape unit (LU) value of trees to be removed from the site will be offset with replacement trees planted on the site. The project is consistent with General Plan Policies and the Land Use designation and the Zoning Code and District within which the project site is located.

MITIGATION MEASURES: None Required