Draft Initial Study

31-57 S. B Street

File No. PA-2022-089

prepared by

CITY OF SAN MATEO CALIFORNIA

In Consultation with

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

June 2024

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All appendices are incorporated herein by reference.

Section 1.0 Introduction and Purpose

1.1 Purpose of the Initial Study

The City of San Mateo, as the Lead Agency, has prepared this Initial Study for the 31-57 South B Street Mixed-Use Project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San Mateo, California.

The project proposes to demolish the existing commercial buildings located at 31-57 South B Street, and construct a four-story, approximately 42,600 square-foot mixed-use building dedicated to retail, restaurant, food service and office uses. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 Public Review Period

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

Steve Golden, Principal Planner
330 West 20th Avenue
San Mateo, CA 94403
650-522-7215
sgolden@cityofsanmateo.org

1.3 Consideration of the Initial Study and Project

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

1.4 Notice of Determination

If the project is approved, the City of San Mateo will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's

Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

Section 2.0 Project Information

2.1 Project Title

31-57 South B Street Mixed-Use Project

2.2 Lead Agency Contact

Steve Golden, Principal Planner
City of San Mateo
330 West 20th Avenue
San Mateo, CA 94403
650-522-7215
sgolden@cityofsanmateo.org

2.3 Project Applicant

Preston O'Connell
Harvest Properties, Inc.
180 Grand Avenue, Suite 1400
Oakland, CA 94610
(510) 466-1485
poconnell@harvestproperties.com

2.4 Project Location

The project site is a 13,887 square foot (equivalent to 0.32 acre) lot located at the northern corner of the intersection of 1st Avenue and South B Street.

2.5 Assessor's Parcel Number

The Assessor's Parcel Number (APN) for the project site is 034-054-030.

2.6 General Plan Designation and Zoning District

The site is designated as Downtown Retail Core in the City's 2030 General Plan and 2009 Downtown Area Plan, and is zoned Central Business District (CBD).

2.7 Project-Related Approvals, Agreements, and Permits

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

- Site Plan and Architectural Review (SPAR)
- Vesting Tentative Parcel Map
- Demolition Permit (Ministerial)
- Building Permit (Ministerial)
- RWQCB NPDES General Construction Stormwater Permit and SWPPP

Section 3.0 Project Description

3.1 Project Overview

The 31-57 South B Street Mixed-Use Project (hereinafter referred to as "project" or "proposed project") proposes to construct a four-story, 41,190 square foot mixed-use building that would include 5,302 square feet of retail/restaurant space on the ground floor and 35,888 square feet of office space on floors one through four. Construction of the project would require the demolition of the existing commercial uses on site.

3.1.1 Existing Setting

The project is proposed to occur at 31-57 South B Street, which is currently developed with two commercial buildings (totaling 9,336 square feet) and a surface parking lot with three street trees along 1st Avenue.

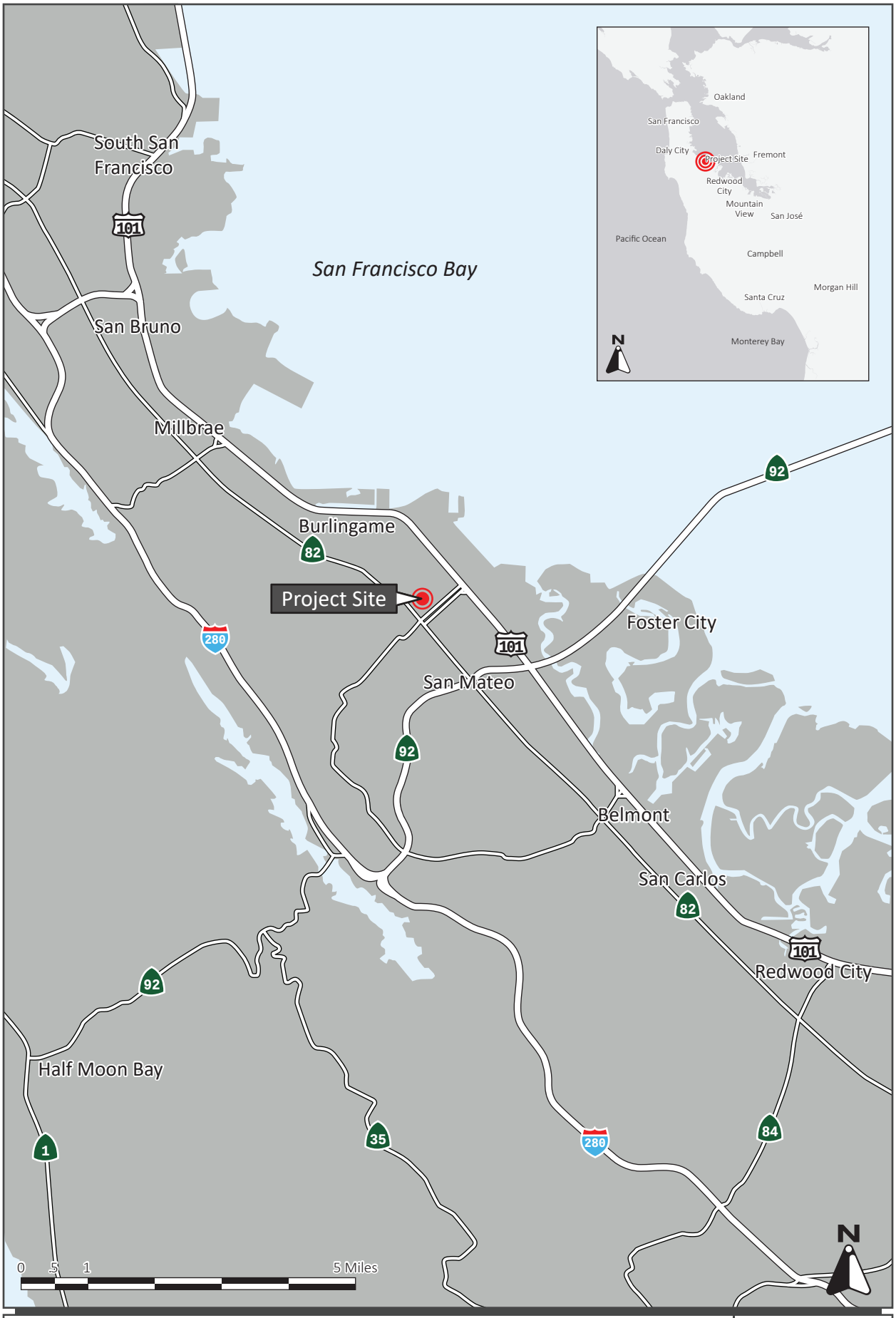
The project site is surrounded by a mix of residential, food service, commercial, and office uses. Immediately east of the project site is the Downtown San Mateo Caltrain station. Structures in the surrounding area range between one and nine stories. The project site is bordered to the west and south by the Downtown Historic District, and is in proximity to four National Register-eligible buildings at 22 South B Street (approximately 900 feet southwest), 36 South B Street (approximately 50 feet east), 100 South B Street (approximately 100 feet southeast), and 101 South B Street (approximately 60 feet southwest).

Regional, vicinity, and aerial maps of the project site are shown on Figure 3.1-1, Figure 3.1-2, and Figure 3.1-3, respectively. The San Mateo Downtown Historic District and National Register buildings are identified on Figure 3.1-4.

3.1.2 General Plan and Zoning

The site is designated as Downtown Retail Core in the City's 2030 General Plan[1] and 2009 Downtown Area Plan, and is zoned CBD. Retail, restaurant, and office mixed-use developments are permitted under this land use designation and zoning district, provided they comply with the building height limitation set forth in the 2030 General Plan (55 feet above grade level) and a floor area ratio (FAR) of up to 3.0.

[1] The Strive San Mateo General Plan 2040 was adopted on March 18, 2024. However, the project is subject to the 2030 General Plan since it was submitted for review and deemed complete prior to the effective date of the 2040 General Plan.



REGIONAL MAP | FIGURE 3.1-1

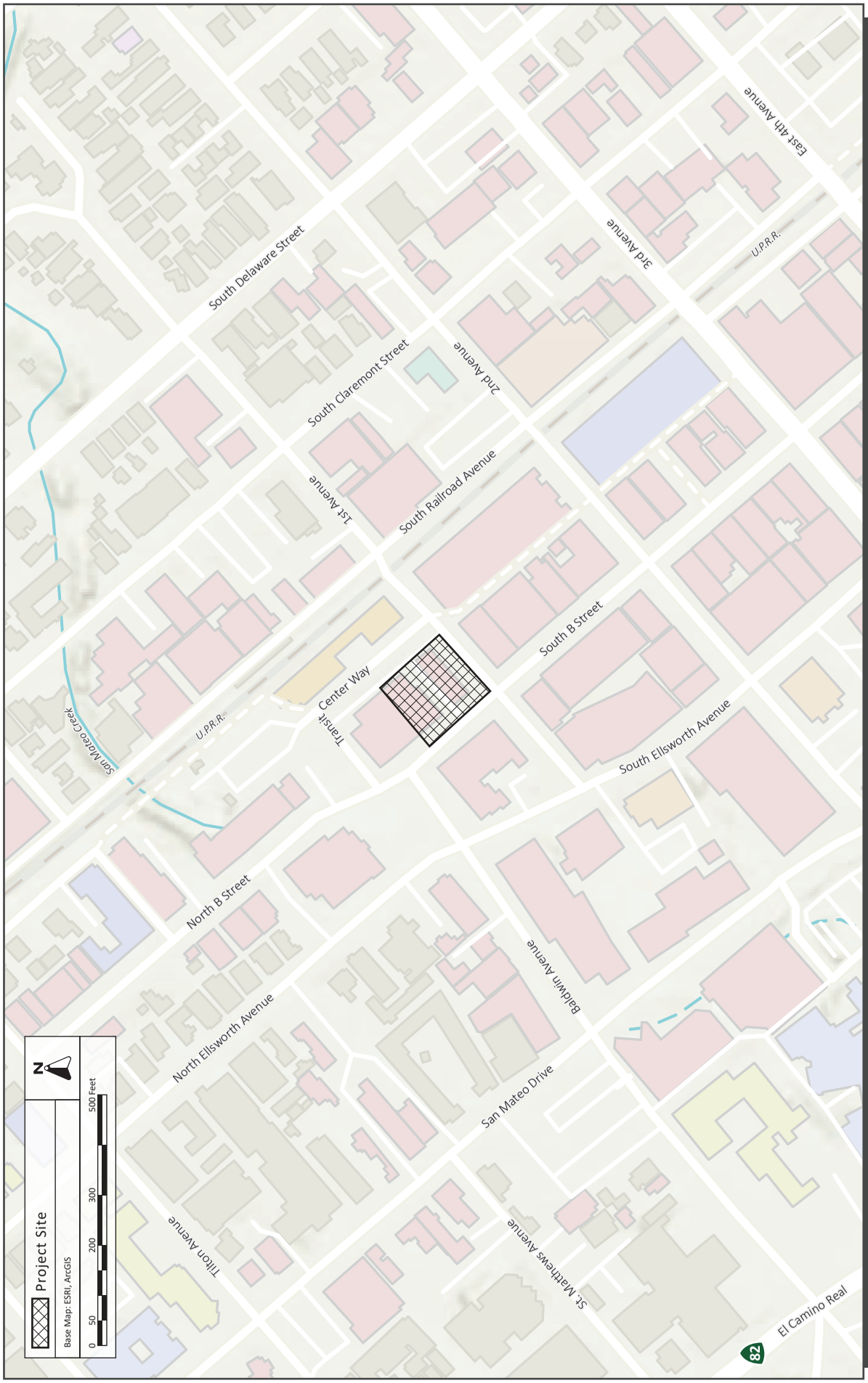
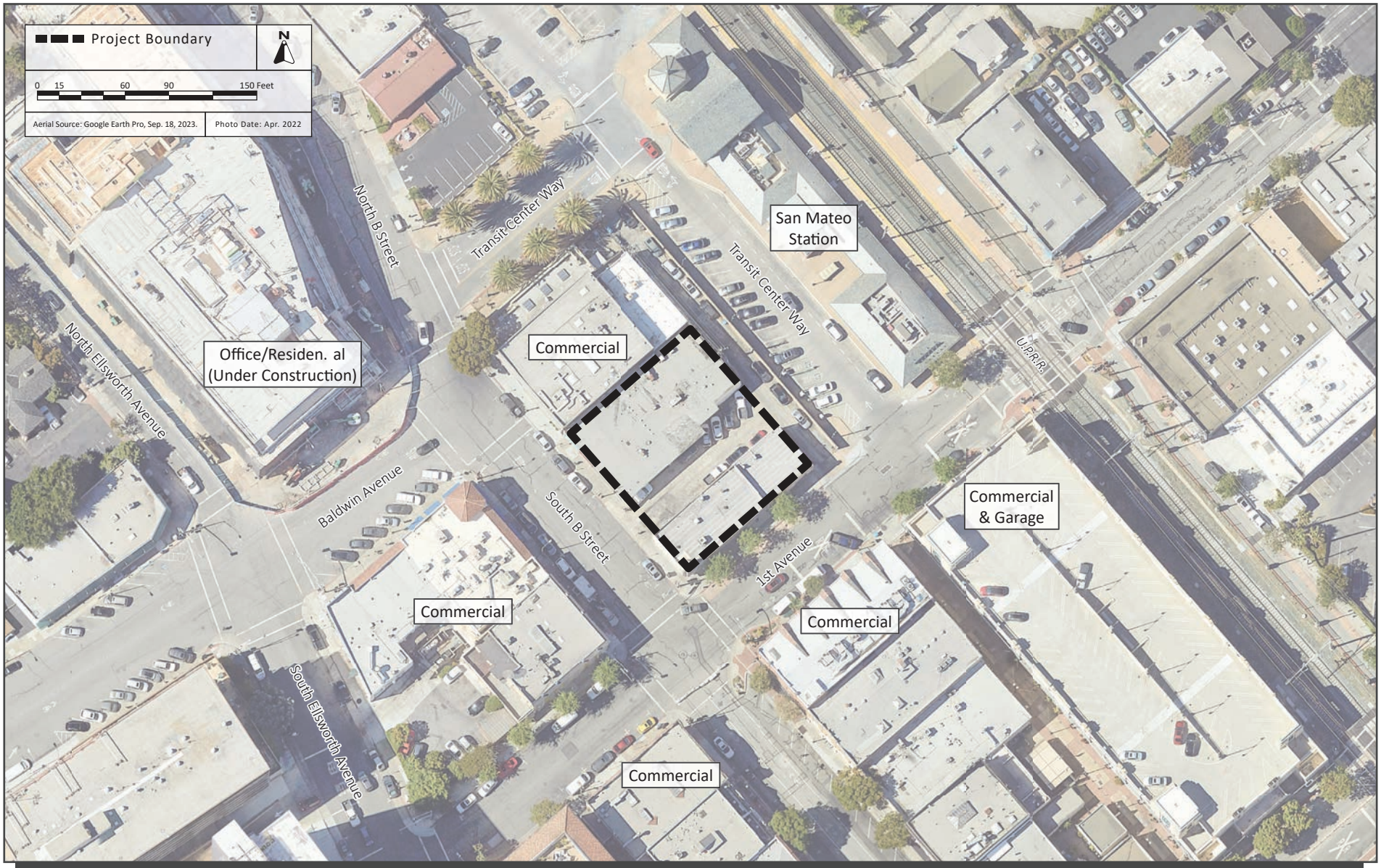
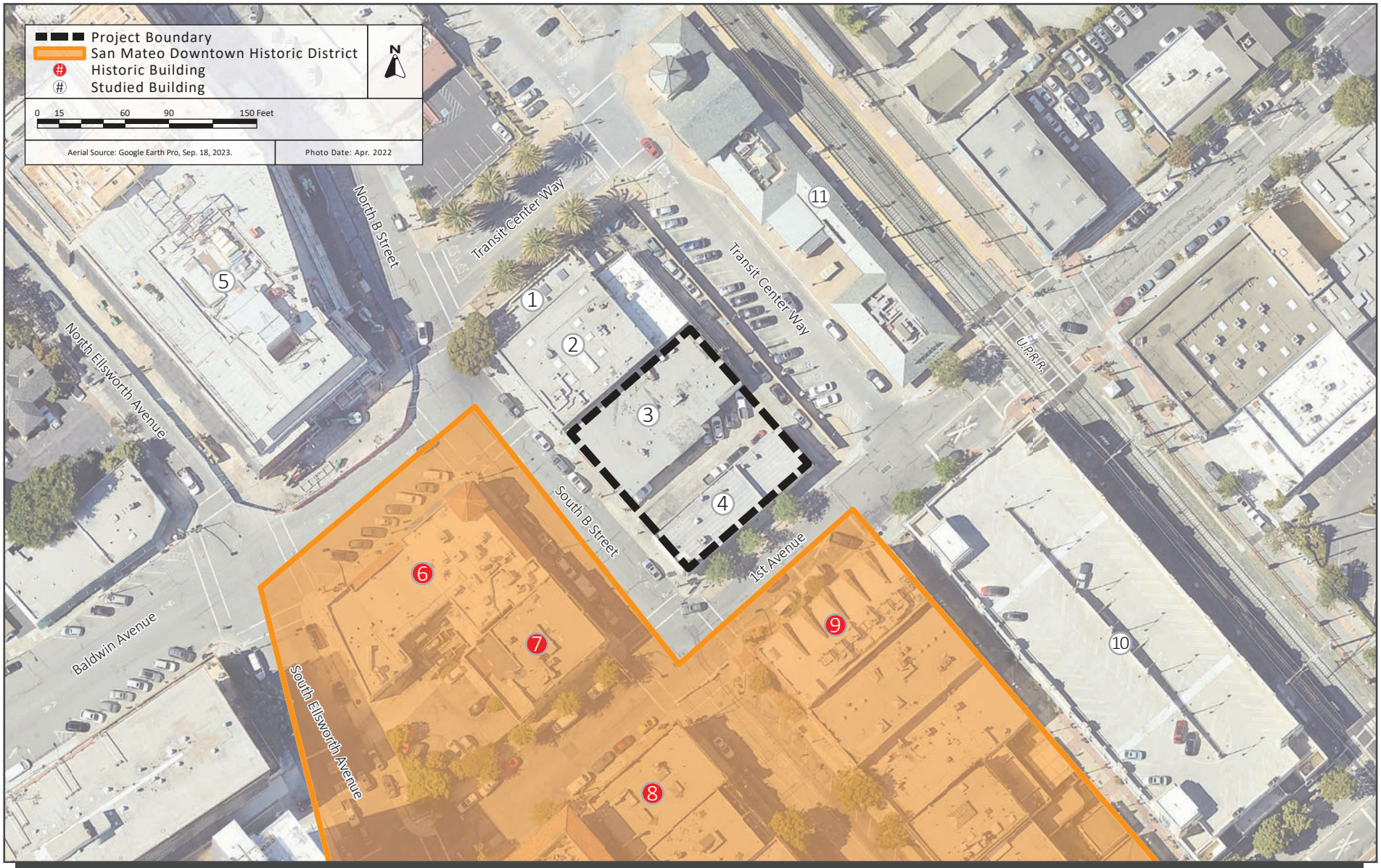


FIGURE 3.1-2

VICINITY MAP



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 3.1-3



HISTORIC BUILDINGS | FIGURE 3.1-4

3.2 Proposed Development

The Project Applicant proposes to redevelop a 0.32-acre parcel by demolishing the existing commercial uses and surface parking lot, and to construct a four-story mixed-use building with no on-site parking. The building would be approximately 41,190 square feet in size and 54 feet in height. The building would include 5,302 square feet of retail/restaurant space on the ground floor and 35,888 square feet of office space on floors one through four. The building exterior would utilize a variety of materials, including metal panels, exposed wood, brick cladding, concrete, and glass.

The first floor would be divided between office, retail/restaurant space, and mechanical space. Office space would be divided into 10 individual tenant spaces on the ground floor with a lobby leading to elevators and a bicycle parking room. Mechanical space would include electrical, transformer, inverter, diesel fire pump, and water pump rooms.

Floors two, three, and four would include 11,130, 9,811, and 8,640 square feet of office space, respectively. As previously mentioned, floors two, three and four would include rooftop terraces which would be dedicated for use by office employees. The roof of the proposed building would include solar panels and battery storage, as well as water heater and electrical equipment behind mechanical screens. The project does not include a backup emergency generator.

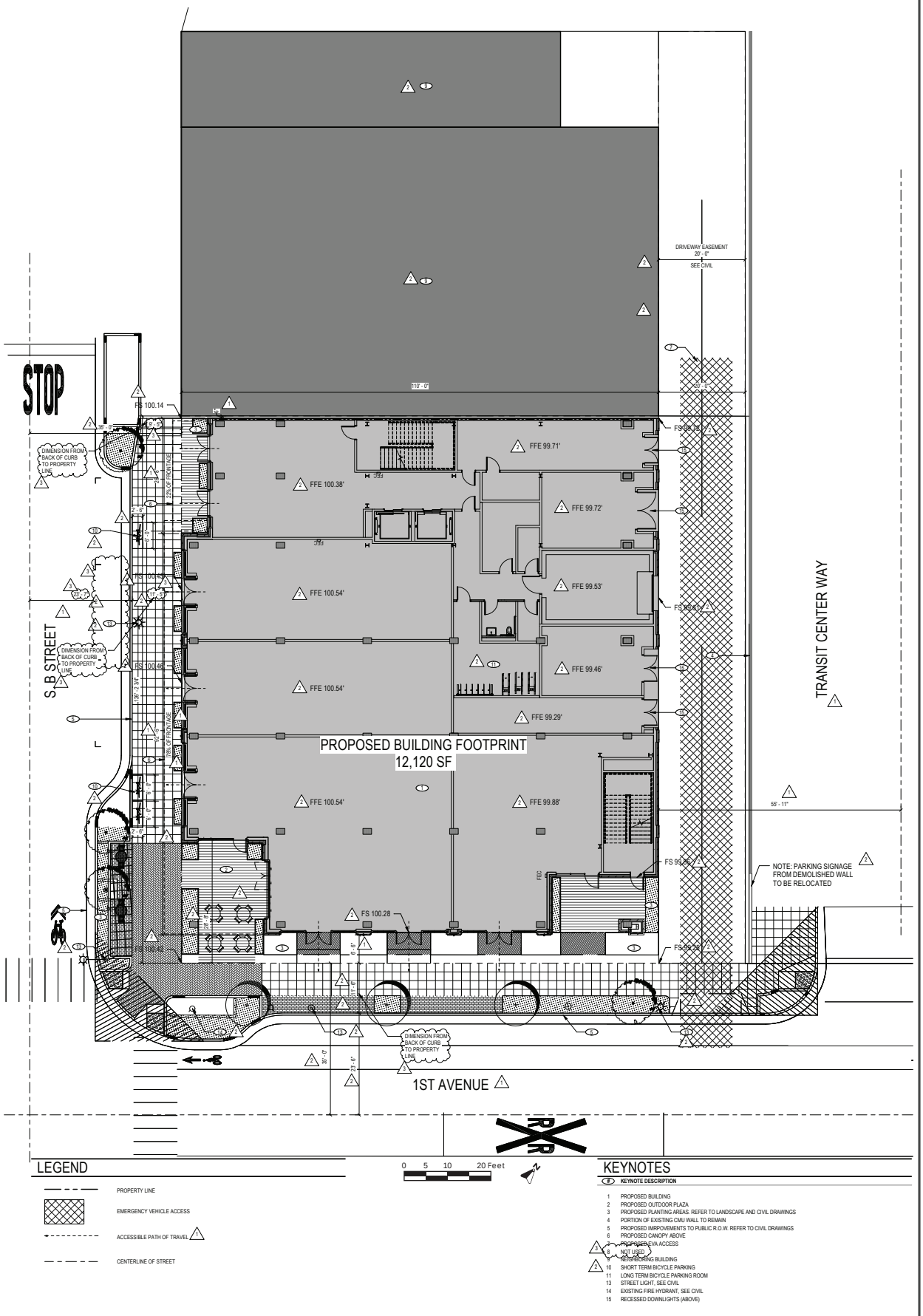
The conceptual site plan, cross-sections of the proposed building, and renderings are shown below on Figure 3.2-1, Figure 3.2-2, and Figure 3.2-3, respectively.

3.2.1 Parking and Site Access

Pursuant to the vehicle parking stall ratios provided in City of San Mateo Municipal Code Section 27.64.100, the retail/restaurant and office space would be required to provide 10 and 95 vehicle parking spaces, respectively. However, pursuant to Assembly Bill 2097 (AB 2097), public agencies are prohibited from imposing any minimum vehicular parking requirement on any residential, commercial, or other development project that is located within a half-mile of high-quality transit. The proposed project is within a half-mile from the Downtown San Mateo Caltrain Station; therefore, the project is not required to provide any vehicular parking on-site and would not be required to pay parking in-lieu fees.[2] No on-site vehicular parking is proposed.

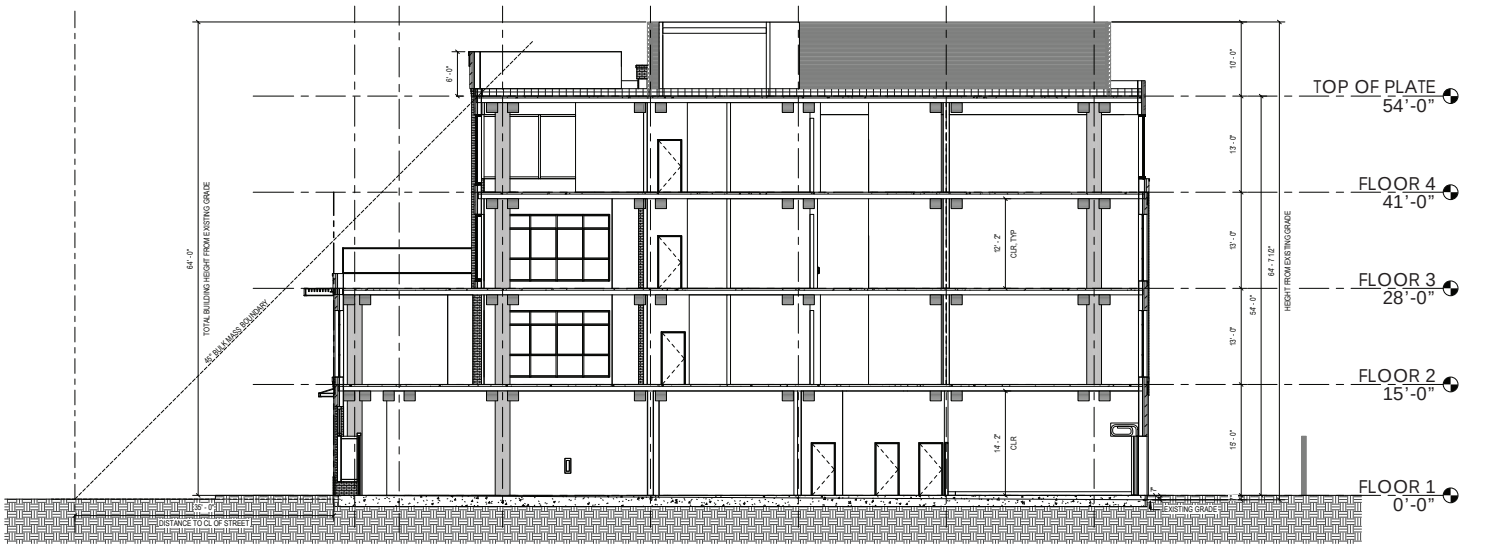
The project would include a total of 24 bicycle parking spaces. Of the 24 spaces, 18 would be long-term spaces provided in a bicycle room accessible through the building lobby. The remaining six spaces would be short-term spaces provided via ground-level bicycle racks along South B Street to the south of the building's main entrance. The project would install three bicycle racks that would hold two bicycles each.

[2] San Mateo Municipal Code Chapter 11.62 established a parking in-lieu fee to fund parking improvements necessitated by development in downtown San Mateo.



Source: RMW Architecture Interiors, November 3, 2023.

SITE PLAN | FIGURE 3.2-1



Source: RMW Architecture Interiors, November 3, 2023.

BUILDING CROSS SECTIONS

FIGURE 3.2-2

PROJECT RENDERING | FIGURE 3.2-3

3.2.2 Landscaping and Open Space

The project site contains three street trees along the 1st Avenue frontage. The project would preserve these three trees and plant four new street trees along the project site frontage, three on South B Street and one on 1st Avenue.

The project would install bioretention planters throughout the project site, including four off-site planters. On-site planters would be located along the building frontage at 1st Avenue. Of the four off-site planters, two would be installed on the sidewalk along South B Street and two on the sidewalk along 1st Avenue. Planters would also be installed in terraces on levels two through four.

3.2.3 Utility Improvements

Utility services to the proposed project would be provided by the City of San Mateo (storm drain and sanitary sewer), the California Water Service Bayshore District (water service), and Pacific Gas & Electric (PG&E) (electricity and natural gas). The project would remove overhead utility lines, underground service lines, remove utility poles, relocate utilities throughout the site, and install green infrastructure along South B Street and 1st Avenue (i.e., bioretention planters mentioned above in Section 3.2.2 Landscaping and Open Space) and associated storm drain improvements discharging to the existing storm drain main on 1st Avenue. Green infrastructure and storm drainage facilities would be maintained by the developer.

3.2.4 Green Building and Energy Efficiency Measures

The project would be designed for energy efficiency and water conservation in accordance with the latest California Green Building Standards Code (CALGreen) in effect at the time of building permit submittal. This includes mandatory installation of low-flow plumbing fixtures and low-water use landscaping. For purposes of analysis, the building is assumed to use natural gas.

3.2.5 Transportation Demand Management

The project would implement a Transportation Demand Management (TDM) Plan to encourage automobile-alternative modes of transportation and reduce vehicle trips to and from parking garages near the site that would serve project occupants and visitors. The TDM Plan will include specific measures to be implemented by the project, including participation in a Transportation Management Association (TMA) and provision of carpool or vanpool program, transit or ridesharing passes/subsidies, and pre-tax transportation benefits.

To further support automobile-alternative modes of travel, the project proposes to add bus stop amenities to the bus stop at the 1st Avenue project frontage, add a curb extension, directional curb ramps, and truncated domes to the northeast corner of the intersection of South B Street and 1st Avenue, add a directional curb ramp and truncated domes on 1st Avenue at the west side of Transit Center Way, and add high visibility crosswalks on all legs of the intersection of South B Street and 1st Avenue. In addition, the project would add high visibility crosswalks to the north and west legs at

1st Avenue and Transit Center and evaluate the feasibility of including other pedestrian safety features, and evaluate the feasibility of a pedestrian scramble and curb extensions at the intersection of South B Street and 1st Avenue.

3.2.6 Construction

Construction of the project is estimated to last approximately 15 months, with demolition and construction anticipated to begin in February 2025. Demolition would require the exporting of approximately 980 tons of debris (or approximately 3,920 cubic yards [cy])[3]. Construction activities associated with the proposed project include site clearing and demolition, utility connections, building construction, frontage improvements, and landscaping. The project would not import any soil, and would export 1,750 cy of soil associated with excavation ranging from five feet to maximum depth of seven feet in order to construct the building footings, elevator pits, and new lateral connections for utilities.

[3] Based on City of San Mateo construction and demolition conversion rates where 500 pounds of mixed construction and demolition materials are equal to one cubic yard. 980 tons * 2,000 lbs/ton = 1,960,000 lbs/500 lbs/cubic yard = 3,920 cubic yards. Source: City of San Mateo. "Construction & Demolition Recycling & Waste Reduction Plan & Information." Accessed February 26, 2024. https://www.cityofsanmateo.org/DocumentCenter/View/49409/Construction--Demolition-Recycling-Information-and-Plans?bidId=

Section 4.0 Environmental Setting, Checklist, and Impact Discussion

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

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

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.1 refers to the first mitigation measure for the first impact in the Biological Resources section.

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential, mixed-use residential, or employment center project[4], and
- The project is located on an infill site within a transit priority area.[5]

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

Streets and Highway Code Sections 260 through 263

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

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

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

[5] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: Office of Planning and Research. "CEQA Review of Housing Projects Technical Advisory." Accessed June 15, 2022. https://opr.ca.gov/docs/20190208-TechAdvisory-Review_of_Housing_Exemptions.pdf.

intersection to the Santa Cruz County Line (approximately 5.5 miles southwest of the project site). There are no state-designated scenic highways in the City of San Mateo.[6]

Regional and Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Alameda de las Pulgas (1.1 miles to the southwest), Crystal Springs Road (0.4 miles to the west), Polhemus Road (2.7 miles to the southwest), and State Route 92 (1.1 miles to the southeast) are County-designated scenic roads.[7]

City of San Mateo 2030 General Plan

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

Policy	Description
UD 1.7	Minor Corridors. Provide visual and pedestrian improvements on arterial streets such as Alameda de Las Pulgas, Peninsula Avenue, San Mateo Drive, Delaware Street, Norfolk Street, and Mariner's Island Boulevard.
C/OS 6.1	Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.
C/OS 6.2	Require significant replacement planting when the removal of heritage trees is permitted.
C/OS 6.4	Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.
C/OS 6.6	Require street tree planting as a condition of all new developments in accordance with the adopted Street Tree Master Plan.
C/OS 10.1	Review planning applications for opportunities to promote exceptional design and use of public open spaces in new developments.
C/OS 14.10	When master planning or significantly redeveloping existing facilities, develop an image plan that includes the effective use of signage, color schemes, lighting and plant material which meets both aesthetic and maintenance needs.

The City of San Mateo General Plan does not designate any scenic roadways in the City as locally scenic. The General Plan does, however, recognize significant natural resources throughout the City which provide scenic value. In addition, heritage trees are recognized in the General Plan as contributing to the City's scenic beauty and their preservation and reforestation is necessary for the health and welfare of the citizens of San Mateo.

City of San Mateo Zoning Ordinance

The City's Zoning Ordinance, Title 27 in the Municipal Code, provides standards for the physical development of the City. The City's Site Plan and Architectural Review (SPAR) process applies to

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

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

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

City of San Mateo Protected Tree Ordinance

The City of San Mateo tree regulations protect all trees designated as "Protected Trees" (Municipal Code Chapters 13.40 and 27.71). Under this ordinance, a protected tree is defined as any one of the following:

- Heritage Tree
    - Any Oak having a trunk diameter of 10 inches (circumference of 31.4 inches) or more measured at 4.5 feet (54 inches) above ground level.
    - Any tree of any species with a trunk diameter of 15 inches (circumference of 47.1 inches) or more, measured at 4.5 feet (54 inches) above ground level.
- Street Trees
    - Any tree of any size growing along or within the public right of way.
- Existing Trees (for Planning Applications)
    - All existing trees having a trunk diameter of over 6 inches, measured at 4.5 feet (54 inches) above ground level.

Downtown Area Plan

The Downtown Area Plan, adopted in May 2009, provides a framework for both new development and preservation of existing downtown resources. The Downtown Urban Design Plan (Figure 12 of Downtown Area Plan) identifies 1st Avenue as having street trees unite areas on both sides of the Union Pacific Railroad (UPRR) railway.

4.1.1.2 *Existing Conditions*

Project Site

The project is located in the Downtown Area Plan area in northeast San Mateo. The project site is currently developed with two commercial buildings and surface parking lot. The project site contains three street trees along 1st Avenue.[8] The project site is on level ground with the surrounding area and is visible from adjacent parcels and roadways.

Photos of the project site are shown on Photos 1 through 4.

Surrounding Area

The project site is located in an urban neighborhood with a mix of residential, food service, commercial, and office uses. Immediately east of the project site is the Downtown San Mateo Caltrain station and UPRR railway. Structures in the surrounding area range between one and nine stories.

The project area is developed with a mix of land uses and architectural styles. As a result, no single design aesthetic is dominant. Modern commercial areas comprise primarily of stucco, brick veneer, and simple architectural features. The adjacent Historic District contains buildings that have more varied and detailed architecture, including masonry blocks, ceramic tiles, and ornamental cornices (described further in Section 4.5 Cultural Resources). Nearby residential areas include early neighborhoods of San Mateo with original wood frame homes and modern apartment buildings.

Transit Priority Area

A transit priority area is defined in California Public Resource Code, Section 21099 as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop, defined in California Public Resource Code, Section 21064.3, includes existing rail stations. As described above, the nearest Caltrain Station is adjacent to the eastern border of the project site which places the project within a Transit Priority Area.[9]

Photos of the surrounding area are shown on Photos 5 and 6.

Scenic Views

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

[8] Monarch Consulting Arborists. *Arborist's Assessment for 31 South B St, San Mateo*. November 18, 2021.
[9] Metropolitan Transportation Commission. Transit Priority Areas. 2021. Accessed June 21, 2022. https://www.arcgis.com/home/item.html?id=370de9dc4d65402d992a769bf6ac8ef5.

The General Plan recognizes natural features as important scenic resources to the City, including San Mateo Creek (350 feet to the north), the San Francisco Bay shoreline (one mile to the northeast), Marina Lagoon (1.5 miles to the east), Laurel Creek (2.5 miles to the southeast), Sugarloaf Mountain (three miles to the south), and certain undeveloped private lands around the College of San Mateo (1.7 miles to the southwest) and adjacent to Campus Drive (two miles to the south). Low-lying scenic views from the shoreline, lagoon, and nearby creeks, including the nearest scenic resource, San Mateo Creek, are not visible from the project site due to intervening development between the creek and the project site. Elevated scenic views from the surrounding hills to the south and southwest are more than 1.5 miles away of the project site which, at that distance, are indistinguishable due to intervening multi-story downtown development.

Scenic Highways

One County-designated scenic road, Crystal Springs Road, is within one mile to the southwest of the project site, although the site is not visible from this roadway.[10] Other County-designated scenic roads, including Alameda de las Pulgas (1.1 miles to the southwest) and State Route 92 (1.2 miles to the south), are not visible from the project site due to the flat topography and intervening multi-story buildings that encompass the Downtown Area Plan, while Polhemus Road (2.7 miles to the southwest) is not visible from the project site due to intervening hillsides. The nearest state-designated scenic highway is the segment of I-280 from San Bruno to the Santa Clara County line, approximately three miles west of the site. The project site is not visible from the nearest portion of I-280 due to hillside topography to the east of the highway obscuring clear views of the project site.

Light and Glare

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

[10] Google. Street View, Crystal Springs Road and North El Camino Real. Accessed June 21, 2022. https://bit.ly/33f2mG4.

Photo 1: View of the project site facing north from the intersection at 1st Avenue and South B Street.

Photo 2: View of the project site facing east from the intersection at Baldwin Avenue and North B Street.

PHOTOS 1 & 2

Photo 3: View of the adjacent uses northwest of the project site.

Photo 4: View of the surrounding residential uses facing west from the project site.

PHOTOS 3 & 4

Photo 5: View of the commercial uses across 1st Avenue facing east from the project site.

Photo 6: View of the Caltrain station adjacent to the project site.

PHOTOS 5 & 6

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?[11] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The project would intensify development of the site and change the character and view of the site itself; however, the project (which is designated/zoned for commercial uses and has a FAR of 2.97) is an employment center project and is located on an infill site (i.e., located in an urban area and currently developed) within a transit priority area (as discussed under Section 4.1.1.2 Existing Conditions). Pursuant to SB 743 (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project would not, by statute, be significant, and are not discussed further in this Initial Study. Consistent with Public Resources Code section 21099(d)(2)(B), the project's impacts on cultural resources (including historic resources) were analyzed and discussed in Section 4.5 of this Initial Study, and found to be less than significant with mitigation incorporated.

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

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[12]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[13]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[14] Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[15]

[12] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed June 21, 2023. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[13] California Department of Conservation. "Williamson Act." Accessed June 21, 2023. http://www.conservation.ca.gov/dlrp/lca.
[14] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[15] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed June 21, 2023. http://frap.fire.ca.gov/.

4.2.1.2 *Existing Conditions*

The project site, which is within a heavily urbanized area in the northeast Downtown Area, is fully developed and occupied by a commercial building and surface parking lot. The project parcel has a Downtown Retail Core land use designation and is zoned CBD, which permits retail and office development. Agricultural uses are not defined as a permitted or conditional use in the CBD zoning district.

The San Mateo County Important Farmlands 2018 Map designates the project site as "Urban and Built-Up Land", defined as land with at least six structures per 10 acres. Common examples of "Urban and Built-Up Land" are residential, institutional, industrial, commercial, landfill, golf course, airports, and other utility uses.[16] The site is not under a Williamson Act contract and there are no existing agricultural or forestry resources on or in the vicinity of the site.[17]

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

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

[16] California Natural Resources Agency. *San Mateo County Important Farmland 2018.* September 2019. Accessed June 21, 2023. https://www.conservation.ca.gov/dlrp/fmmp/Pages/SanMateo.aspx

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

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

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

As documented in Section 4.2.1.2 Existing Conditions, the project site is designated as "Urban and Built-Up Land" on maps prepared by the California Department of Conservation for San Mateo County. Therefore, no Prime, Unique, or Farmland of Statewide Importance would be converted to non-agricultural use as a result of project implementation. **(No Impact)**

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

As discussed in Section 4.2.1.2 Existing Conditions, the project site is zoned CBD which does not permit agricultural use, and the project site is not under a Williamson Act contract. Therefore, the project will not conflict with existing zoning for agricultural use or a Williamson Act contract. **(No Impact)**

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

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

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

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

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

As described above in Section 4.2.1.2 Existing Conditions, the project site and adjacent properties are not designated as farmland, nor are they used or zoned for agriculture use or forest land. For this reason, the development of the project would not cause the conversion of farmland to non-agricultural use or forest land to non-forest use. **(No Impact)**

4.3 Air Quality

The following discussion is based, in part, on an Air Quality and Health Risk Assessment prepared by Ramboll US Consulting, Inc. A copy of the report, dated November 2023, is attached to this Initial Study as Appendix A.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

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

Toxic Air Contaminants

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

DPM or diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[18] Chemicals in diesel exhaust, such as benzene and formaldehyde, are also TACs identified by the CARB.

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

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

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

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

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

Sensitive Receptors

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

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the EPA is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously): PM, O_3, CO, SO_2, NO_2, and lead.[19]

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act.

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

The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Diesel Risk Reduction Plan

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

Regional

2017 Clean Air Plan

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

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TAC; and
- Protect the climate by reducing Bay Area GHG emissions 40 percent below 1990 levels by 2040 and 80 percent below 1990 levels by 2050.[20]

CEQA Air Quality Guidelines

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

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

Local

City of San Mateo 2030 General Plan

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

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

4.3.1.3 *Existing Conditions*

The San Francisco Bay Area (Bay Area) Air Basin is designated a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and for the state O_3, PM_{10}, and $PM_{2.5}$ standards.[21,22] The area has attained both NAAQS and CAAQS for CO, SO_2, and NO_2. As the regional air district, BAAQMD is responsible for attaining the NAAQS and CAAQS for these pollutants. As part of an effort to attain and maintain ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$, BAAQMD has established thresholds of significance for these air pollutants and their precursors that apply to both construction period and operational period impacts. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the

[21] Bay Area Air Quality Management District. "Air Quality Standards and Attainment Status." Last Updated January 5, 2017. Accessed August 12, 2023.

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

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

The nearest sensitive residential receptors are located 200 feet north of the project site along South Railroad Avenue.

4.3.2 Impact Discussion

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

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

Thresholds of Significance

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San Mateo has considered the air quality thresholds updated by BAAQMD in April 2023 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-2 below. Table 4.3-3 below lists the BAAQMD health risk and hazards thresholds for single-source and cumulative-sources.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds

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

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

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

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

Table 4.3-3: BAAQMD Health Risks and Hazards Thresholds

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

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

Thresholds are applicable to construction and operational activities.

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

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

2017 Clean Air Plan

The proposed project would not conflict with the 2017 CAP because the project would not result in the generation of construction criteria air pollutants and/or precursors that exceed the BAAQMD screening criteria for construction and operational criteria air pollutant emissions. In addition, the

project size falls below the BAAQMD operational criteria air pollutants screening threshold of 765,000 square feet and 204,000 for the "General Office Building" and "Strip Mall' land use types, respectively, as described below. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, the project is considered urban infill and would be located near bike facilities and transit with regional connections. Implementation of the project would not prevent BAAQMD or partner agencies from continuing progress toward attaining State and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. For these reasons, the project would not result in a significant impact related to inconsistency with the 2017 CAP.

Criteria Air Pollutant Emissions

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

Construction Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from project construction. Construction emissions were modeled based on equipment list and schedule information provided by the applicant. CalEEMod defaults for the associated land use and size were used where project-specific information was unavailable. Details about the equipment list, construction schedule, modeling, data inputs, and assumptions are included in Appendix A. Table 4.3-4 summarizes the unmitigated annualized average daily construction emissions of ROG, NO_X, PM_{10} exhaust, and $PM_{2.5}$ exhaust during construction of the project.

Table 4.3-4: Project Construction Period Emissions

Year	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Annualized Daily Construction Emissions (pounds/day)[1]				
2025	0.18	1.30	0.03	0.028
2026	0.23	0.90	0.03	0.028
BAAQMD Thresholds	*54*	*54*	*82*	*54*
Exceed Threshold?	No	No	No	No

Source: Ramboll US Consulting, Inc. CEQA Air Quality and Health Risk Assessment for the 31-57 South B St. Commercial/Office Mixed-Use Project, San Mateo, California. November 3, 2023.

As shown in Table 4.3-4, the unmitigated average daily emissions of ROG, NOx, PM_{10}, or $PM_{2.5}$ generated by project construction would not exceed BAAQMD thresholds. Accordingly, the project's construction period emissions would have a less than significant impact.

Operational Period Emissions

Operational period criteria pollutant emissions associated with the project would be generated primarily from vehicles driven by future office occupants, and to a lesser extent by waste disposal and daily energy and water usage. The proposed project falls below the BAAQMD operational criteria air pollutants screening thresholds of 765,000 square feet and 204,000 square feet for the "General Office Building" and "Strip Mall' land use types, respectively. The project proposes 5,302 square feet of retail/restaurant space and 35,888 square feet of office space. Collectively, the size of the 41,190 square foot development equates to eight percent of the screening level, equivalent to approximately one-twelfth of the size of a mixed-use development that would exceed the BAAQMD screening criteria and warrant a detailed operational period criteria air pollutant emissions analysis. Therefore, the project would result in a less than significant air quality impact due to operational-related criteria air pollutant emissions.

Based on the analysis above, the project's construction- and operational-period emissions would result in a less than significant air quality impact. **(Less than Significant Impact)**

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

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

As described in Section 4.3.1.3, the Bay Area is considered a non-attainment area for ground-level O^3 and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O^3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts. As described under checklist question a) above, the project would not result in an exceedance of BAAQMD thresholds for these air pollutants during construction or operation. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant. **(Less than Significant Impact)**

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

Fugitive Dust

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

Condition of Approval AIR-1:

The project shall incorporate the measures below to control and reduce construction dust:

(A) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. Newly disturbed soil surfaces shall be watered down regularly by a water-truck or by other approved method maintained on site during all grading operations.

(B) All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

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

(D) Construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems.

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

(F) All vehicle speeds on unpaved roads shall be limited to 15 mph.

(G) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

(H) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Consistent with the BAAQMD CEQA Air Quality Guidelines, implementation of the above conditions of approval would reduce potential impacts from construction dust to a less than significant level.

Community Health Risk Assessment

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

Project construction activity would generate dust and equipment exhaust that would affect nearby sensitive receptors. During project operation, the project would generate emissions associated with traffic consisting of mostly light-duty vehicles.

Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions, as discussed below. There are also several sources of existing TACs and localized air pollutants in the vicinity of the project. The impact of the existing sources of TACs was also assessed in terms of the cumulative risk which includes the project's contribution.

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

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

Community Health Risk from Project Construction

The maximum cancer risk would occur at a single-family residence located 200 feet north of the project site along South Railroad Avenue. The maximum annual $PM_{2.5}$ concentration would occur at a retail location adjacent to the project site. The maximum HI exposure would occur at a commercial location located 90 feet southeast of the project site along 1st Avenue. Figure 4.3-1 shows the location of the MEIs in relation to the project site.

Source: Ramboll, October 23, 2023.

LOCATION OF OFF- AND ON-SITE MEIS

FIGURE 4.3-1

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

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

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ (µg/m3)	Hazard Index
Project Construction	0.27	**0.48**	0.0021
Fire Pump	0.22	--	>0.001
Total Uncontrolled	0.50	**0.48**	0.0021
Total Controlled	--	0.19	--
BAAQMD Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	**No**	**No**	**No**

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 31-57 South B St. Commercial/Office Mixed-Use Project, San Mateo, California*. November 3, 2023.

As shown in Table 4.3-5, the project's construction-related community health risks, if uncontrolled, would exceed BAAQMD thresholds for annual $PM_{2.5}$ concentrations. However, adherence to the BAAQMD best management practices for construction dust control through implementation of Condition of Approval AIR-1 would reduce these emissions to below the thresholds. Therefore, construction-related community health risk impacts would be less than significant.

Community Health Risk from Project Operation

Operation of the project would generate emissions from mobile sources (i.e., traffic) and stationary sources (i.e., the project's proposed diesel fuel fire pump). While these emissions would not be as intensive at or near the project sites as construction activity, they would contribute to long-term effects to sensitive receptors. As noted in the project description, no parking is proposed on site and project occupants and visitors would park in nearby parking structures, and the project includes a diesel fuel fire pump. Table 4.3-6 below summarizes maximum cancer risks, $PM_{2.5}$ concentrations, and hazard index from project operations at the off-site residential MEI.

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

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Operation (Fire Pump)	0.31	>0.001	0.0015
BAAQMD Single-Source Threshold	*10.0*	*0.3*	*1.0*
Exceed Threshold?	**No**	**No**	**No**

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 31-57 South B St. Commercial/Office Mixed-Use Project, San Mateo, California.* November 3, 2023.

Pursuant to City and BAAQMD requirements, the fire pump would be limited to 50 hours per year of non-emergency testing and maintenance. As shown in Table 4.3-6, assuming an annual operation of up to 50 hours, the project's operational impacts would be below BAAQMD thresholds. Additionally, per BAAQMD, roadways with less than 10,000 total vehicles per day are considered a low-impact source of TACs. Based on the project's trip generation estimates, the project would result in a net increase of 388 trips per day. Therefore, emissions associated with project-generated traffic (and the project as a whole) would not expose sensitive receptors to substantial pollutant concentrations.

Health Effects from Criteria Air Pollutants

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

Based on the analysis above, the project, including with implementation of Condition of Approval AIR-1, would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact)**

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

According to the BAAQMD CEQA Guidelines, an odor source with five or more confirmed complaints per year averaged over three years is considered to have a significant impact.[23] BAAQMD has identified a variety of land uses that produce emissions that may lead to odors and generate complaints including, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities.

Commercial uses do not typically generate objectionable odors, nor do they fall under any of the land uses identified by BAAQMD to cause objectionable odors. Localized odors, mainly resulting from diesel exhaust and construction equipment on-site, would be created during the construction phase of the project. These odors would be temporary and not likely to be noticed beyond the project site's boundaries. Odors associated with the application of paints and coatings may also be noticeable on occasion by adjacent receptors. Painting and coating of the project would occur during daytime hours only, would be localized, and would be generally confined to the project site. These odors would also be temporary. Operation and maintenance of the project would require the use of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance.

Additionally, operation of the ground floor restaurant can be an odor source when burning fuels (e.g., grilling meats). Potential restaurant tenants are unknown at this time. However, sit-down restaurants are less odorous because they do not work with large quantities of fats or aromatics, as some fast food restaurants do. Fast food restaurants typically reduce the smell of grilling meats, frying foods, and smoke by installing odor control filters (such as activated carbon filters and mechanical filters) in kitchen hoods.

Generally, due to the type of development proposed, any odors generated by operation of the project would be both temporary and highly localized;therefore, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

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

4.4 Biological Resources

The following discussion is based, in part, on an Arborist Assessment prepared by Monarch Consulting Arborists, LLC. A copy of the report, dated June 2023, is attached to this Initial Study as Appendix B.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

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

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

Migratory Bird Treaty Act

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

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to

regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

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

Local

City of San Mateo 2030 General Plan

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

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

City of San Mateo Protected Tree Ordinance

The City of San Mateo tree regulations protect all trees designated as "Protected Trees" (Municipal Code Chapters 13.40 and 27.71). Under this ordinance, a protected tree is defined as any one of the following:

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

- Street Trees
    - Any tree of any size growing along or within the public right of way.
- Existing Trees (for Planning Applications)
    - All existing trees having a trunk diameter of over 6 inches, measured at 4.5 feet (54 inches) above ground level.

San Mateo Municipal Code Chapter 23.40 Site Development Code

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

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

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

San Mateo Municipal Code Chapter 27.71 Landscape for Planning Applications

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

4.4.1.2 *Existing Conditions*

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

Planning Area include important biological communities of grassland, woodland, chaparral, scrub, lacustrine, riverine, wetland, riparian, and eucalyptus.[24]

As shown on Figure 3.1-3, the project site and surrounding area is fully developed with residential, food service, commercial, and office uses, with street trees interspersed between developments. According to the San Mateo 2030 General Plan EIR, the nearest biological community to the project site is the riverine habitat of San Mateo Creek, located approximately 350 feet northeast of the site.

Special Status Species

According to maps prepared by the US Fish and Wildlife Service (USFWS) Critical Habitat and the National Oceanic and Atmospheric Administration NOAA) Protected Resources Application, there are no recognized critical species habitats within the project vicinity.[25,26] The nearest habitats of special status species to the project site are the Green sturgeon in the San Francisco Bay (approximate one mile to the northeast), the California red-legged frog (approximately 3.1 miles to the southwest), and Bay checkerspot butterfly (approximately 3.4 miles to the southwest) in the Santa Cruz mountains.

Trees

The project site contains limited areas for habitat which include three street trees. The trees are located in a row along the project site frontage on 1st Avenue. Tree health and structural condition are rated good and have fair suitability for preservation. All of the street trees are recognized as protected trees and are proposed to remain. Table 4.4-1 below summarizes the number and types of trees.

Table 4.4-1: Tree Assessment Summary

Tree Number	Scientific Name	Common Name	Heritage Tree	Street Tree	Protected Tree	Landscape Unit Value
1	Robinia pseudoacacia	Black locust	N	Y	Y	1.575
2	Robinia pseudoacacia	Black locust	N	Y	Y	1.575
3	Robinia pseudoacacia	Black locust	N	Y	Y	1.575
		Total:	**0 trees**	**3 trees**	**3 trees**	**4.725**

[24] City of San Mateo. *2030 General Plan Final Environmental Impact Report*. July 2010.
[25] USFWS. Critical Habitat for Threatened & Endangered Species. Accessed June 16, 2022. https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77.
[26] NOAA. Protected Resources App. Accessed June 15, 2022. https://www.webapps.nwfsc.noaa.gov/portal/apps/webappviewer/index.html?id=7514c715b8594944a6e468dd25aaacc9.

Tree Number	Scientific Name	Common Name	Heritage Tree	Street Tree	Protected Tree	Landscape Unit Value

Source: Monarch Consulting Arborists, LLC. *Arborist Assessment for the 31-57 South B Street, San Mateo CA*. June 16, 2023.

4.4.2 Impact Discussion

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

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

Special Status Species

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

Nesting Raptors and Migratory Birds

Although the presence of protected birds is unlikely, urban-adapted raptors or other protected birds could use the mature trees on or near the site for nesting and foraging habitat. Raptors and nesting birds are protected by the MBTA and CDFW Code (refer to Section 4.4.1.1 Regulatory Framework). As discussed in Section 3.2.2, the project proposes to preserve a total of three street trees and plant four new street trees. Though no trees are proposed for removal, noise and vibration during demolition and construction activities could potentially lead to nest abandonment and/or loss of reproductive effort if trees near the site are used for nesting. This is considered a "taking" by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would be considered a significant impact. The following measures are required to minimize impacts to nesting raptors and migratory birds during demolition and construction.

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

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

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

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

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

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

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

Based on the above analysis, the project would result in a less than significant impact to sensitive species. **(Less than Significant Impact with Mitigation Incorporated)**

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

As documented under Section 4.4.1.2 Existing Conditions, the project site and surrounding area is urbanized, and there are no adjacent riparian habitats or other sensitive natural communities.

Therefore, since project construction and operation are limited to developed urbanized areas, the project would not have a substantial adverse effect on any riparian habitat or natural communities. **(No Impact)**

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

The project site and surrounding area are urbanized and devoid of any wetlands, marshes, or vernal pools. The project would not impact any state or federally protected wetlands under the Clean Water Act. **(No Impact)**

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

Migratory movements of species typically occur via waterways and surrounding riparian habitat, or through contiguous parcels of undeveloped open space. As documented in Section 4.4.1.2 Existing Conditions, the project site and surrounding area is urbanized, and the nearest waterway is San Mateo Creek, which is located 350 feet to the northeast and is segregated from the project site by intervening development. Nesting birds and migratory raptors would be protected by the mitigation measures identified in Impact BIO-1. Since project construction and operation would be confined to the project site, the project would not interfere with the movement of any species or impede the use of any native wildlife nursery sites. **(Less than Significant Impact)**

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

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

There are three street trees on the project site frontage at 1st Avenue. The project proposes to preserve all three trees. Since no tree removal is proposed, the project would not be required to obtain a Site Development Permit in accordance with City Municipal Code Section 23.40; and would not be subject to landscape unit in-lieu fees in accordance with the City's Comprehensive Fee Schedule.[27] Pursuant to General Plan Policy C/OS 6.3, the project will be conditioned to ensure the protection of heritage trees during construction activity; and to ensure that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree. As shown in Table 4.4-1, the total land use value of

[27] The fee per removed tree pursuant to the City of San Mateo's Adopted Comprehensive Fee Schedule for July 1,2023 through June 30, 2024 is $784.

the trees to be preserved is 4.725. Additionally, pursuant to Chapter 27.71 of the City's Municipal Code, the project would have a required landscaping area of 498 square feet and would be required to plant one tree or pay equivalent in-lieu fees for every 400 square feet of required landscaping area (equivalent to a landscape unit value of 1.245).[28] The project proposes to plant four new street trees (equivalent to a landscape unit value of 12) along the project frontages on South B Street and 1st Avenue; thus satisfying the planting requirements.

As the project would preserve the three existing trees and plant four new trees, the project would be consistent with the General Plan policies identified in Section 4.4.1.1 Regulatory Framework intended to protect heritage and street trees. **(No Impact)**

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

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

[28] 498 square feet (required landscape area) divided by 400 square feet (Municipal Code standard) equals one tree.

4.5 Cultural Resources

The following discussion is based, in part, on an Historical Resources Evaluation Report prepared by Architectural Resources Group, Inc. (dated June 2023) and on an Archaeological Resources Assessment prepared by BASIN Research Associates, Inc. (dated December 2023). A copy of the Historical Resources Evaluation is attached to this Initial Study as Appendix C; a copy of the Archaeological Resources Assessment is on file with the City of San Mateo Planning Division.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

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

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[29]

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

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics

[29] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed August 31, 2020. http://www.ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

that existed during the resource's period of significance." The processes of determining integrity are similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

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

Public Resources Code Sections 5097 and 5097.98

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

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

City of San Mateo 2030 General Plan

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

Policy	Description
C/OS 7.1	Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.
C/OS 8.1	Historic Preservation. Preserve, where feasible, historic buildings as follows: • Prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application. • Require the applicant to submit alternatives on how to preserve the historic building as part of any planning application and implement methods of preservation unless health and safety requirements cannot be met. • Require that all exterior renovations of historic buildings conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.

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

San Mateo Municipal Code Chapter 27.66 Historic Preservation Code

The City's Historic Preservation Code requires public review and submittal of a Site Plan and Architectural Review planning application for any individually eligible building for the National Register of Historic Places. Any modifications are evaluated for conformance with the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.

4.5.1.2 *Existing Conditions*

Prehistoric Resources

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

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

According to a review of archeological studies in the project vicinity and a field inventory conducted by Basin Research Associates, there are four prehistoric sites and one prehistoric/historic site present within 1,000 feet of the project site. Additionally, the project site is located approximately

350 feet south of the San Mateo Creek. The project site is mapped within a high sensitivity zone for prehistoric resources.

Historic Resources

Historic Resources in the Vicinity

Historic resources in San Mateo are generally concentrated in the downtown area.

Downtown Historic District

As shown on Figure 3.1-4, numerous historic buildings in this area make up the Downtown Historic District. The portion of the district that lies adjacent to the project site follows South B Street between Baldwin Avenue and 3rd Avenue. The district contains a diverse range of commercial buildings constructed during the late 19th and early 20th centuries. The architectural character of buildings within the district varies widely in style and level of ornamentation. Many of the buildings share a consistent one- to two-story scale with careful composition of street-facing façades and incorporation of ground-level retail storefronts. Based on existing documentation, the appropriate period of significance for the Downtown Historic District is 1890 to 1939.

Along the Downtown Historic District's section along South B Street approaching the project site, character-defining features include walls of continuous commercial buildings oriented linearly along South B Street; one- to two-story building heights; 50 to 75 foot lot widths; eclectic architectural styles that draw on Classical and/or Revival precedents; primary roof forms obscured behind parapets; three-part façade configurations featuring a base, body, and capital; façade articulation achieved through vertical or horizontal elements; street-level storefront configurations containing bulkheads, expansive glazing, transom windows and recessed entrances; upper-story windows arranged in defined bays; ornamentation appropriate to a building's date of construction and architectural style; varied building materials common to the period of significance (e.g., brick, stucco, tile, and terra cotta); and in some instances, separate defined volumes that serve as visual anchors at the corners of city blocks.

Wisnom Building

The Wisnom Building is located at 100 South B Street at the southwest corner of the South B Street and 1st Avenue intersection (building 8 on Figure 3.1-4 and approximately 100 feet from the project site). Constructed in 1907, the Wisnom Building is a Mission Revival-style commercial building that is listed on the NRHP and is a contributor to the Downtown Historic District. The Wisnom Building is two stories in height with a flat roof with a mission-style parapet, containing stucco cladding, patterned stucco panels, molded stucco ornamentation, visor roof with brackets and terra cotta tiles. The first story features extensively glazed storefronts with transom windows and recessed entrances, separated by square columns. The second story contains wood-sash windows, arranged individually and in pairs.

Downtown Buildings

Beyond the adjacent Downtown Historic District, the City's Historic Building Survey identified additional structures in the vicinity, including one National Register eligible site at 273 South Railroad Avenue (located 700 feet southeast of the project site) and two locally significant historic resources at 415 South Claremont Street and 503 East 3rd Avenue (located over 1,000 feet southeast of the project site).[30]

Description of Buildings On-Site

The project site is currently occupied by two commercial buildings between 31 South B Street and 57 South B Street.

31 South B Street Building

The 31 South B Street building (building 3 on Figure 3.1-4) was constructed in 1951 and originally served as the San Mateo bus depot for Pacific Greyhound Lines, a bus operator with service routes across the western United States, until 1976. From 1952 to 1970, the building also housed a cocktail lounge, barber shop, cigar shop, creamery, confectionary, and restaurant. In 1970, the building housed a barber shop, San Mateo Cab service, adult bookstore, Greyhound news stand, and a snack bar. In 1976, the year the Greyhound Lines were shut down, the building contained a barber shop, café, and snack bar. Today, the building is vacant.

The building is an extended-height, one-story commercial building clad in brick veneer and stucco and capped with a flat roof. Storefronts are characterized by fully glazed anodized aluminum doors, metal doors for pedestrian entry, and fixed windows. The interior of the building is configured for restaurant and general commercial use and includes contemporary fixtures and finishes. Refer to Appendix C for a detailed description of building façades.

57 South B Street Building

The 57 South B Street building (building 4 on Figure 3.1-4) was constructed in 1947 and housed a retail location for the General Paint Corporation's local branch on the San Francisco Peninsula until 1962. In 1970, the building housed another paint store, Glidden Company. In 1976, the building housed a realty company. Today, the building contains a restaurant.

The building is an extended-height, one-story commercial building clad in stucco and capped with a flat roof. The building features a stucco-clad pylon at its southwestern corner that rises above the primary roof level. The eastern portion of the building is a separate volume with a slightly lower roof level. The building's primary entrance is set back at an angle from its southwest corner and contains a glazed door. The west and south façades are each clad in stucco and contain paired aluminum-frame storefront windows over a painted brick-veneer bulkhead. The eastern façade has an irregular fenestration pattern and includes a metal pedestrian door, storefront paneled window,

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

and metal roll-up vehicular door. The north façade includes three metal pedestrian entry doors and a mounted lightbox. The building terminates with a flat roofline. The interior of the building is configured as a restaurant and includes contemporary fixtures and finishes. Refer to Appendix C for a detailed description of building façades.

Description of Off-Site Buildings on the Block

The block contains two other commercial buildings, described below.

11 South B Street Building

The 11 South B Street building (building 1 on Figure 3.1-4) was constructed in 1908, originally housing a Pacific Telephone and Telegraph Exchange, which closed in 1926. From 1929 to 1932, the building contained an insurance store. In 1940, the building housed the San Mateo Police Department. From 1947 to 1976, the building contained a glass store. Today, the building contains a restaurant.

The building is a one-story commercial building located at the north end of the block containing the project site. The building is clad in stucco and concrete and is capped by a flat roof surrounded by a parapet. The building is characterized by glazed, anodized metal door with fixed and sliding windows, contemporary glazed ceramic tiles along the lower portion of the primary façade, illuminated signage, and an ornamental molded cornice. The north façade is constructed of board-formed concrete and features simple molding, above which is a stucco-clad parapet with molded cornice. The rear façade is located within a small, fenced yard and is constructed of board-formed concrete. Fenestration includes a central, metal pedestrian door with windows. A wooden shed extends from the south portion of the façade. The simple molding continues from the upper portion of the north façade, and a shaped parapet features a sculpted cornice that mimics the appearance of the parapet at the front façade. The interior of the building is configured as a restaurant and includes contemporary fixtures and finishes. Refer to Appendix C for a detailed description of the building and its history.

15 South B Street Building

The 15 South B Street (building 2 on Figure 3.1-4) building was constructed in 1908 with four primary tenants: a dry goods store, dentist, and two doctor offices. In 1920, the building contained a telephone office. From 1920, the building housed a fruit and meat market. From 1932 through 1976, the building housed a variety of tenants, including a bookstore, a grocery market, two dentist offices, accountant offices, attorney offices, California State Employment Service office, real estate office, travel services, restaurant, furniture store, auto store and auto parts store, contractor, photographer, and credit corporation. Toay, the building contains a tax advisory, spa, and salon.

The building is a two-story commercial building with a one-story volume extending from its rear façade. The building is clad in stucco, concrete, and masonry block, and is capped with a flat roof. The interior of the building is configured as a restaurant and includes contemporary fixtures and finishes. Refer to Appendix C for a detailed description of the building and its history.

NRHP/CRHR Evaluations

The buildings on the subject block were evaluated for eligibility for individual listing against the significance criteria for the NRHP/CRHR. The buildings were determined to be ineligible due to a lack of significance under the four criteria, as described below. This is further discussed in Appendix **C**.

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

None of the buildings on the subject block have any association with historically significant events or patterns of events such that they would be eligible for the NRHP or CRHR.

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

None of the buildings on the subject block have any association with historically important individuals such that they would be eligible for the NRHP or CRHR.

NRHP Criterion C/CRHR Criterion 3: Design/Construction

None of the buildings on the subject block embody the characteristics of a type, period, region, style, or method of construction that would elevate them to individual eligibility for the NRHP or CRHR.

NRHP Criterion D/CRHR Criterion 4: Information Potential

Archival research provided no indication that the property has the potential to yield information important to the prehistory or history of the local area, California, or the nation such that it would be eligible for the NRHP or CRHR.

4.5.2 Impact Discussion

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

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

Impacts to Historic Buildings on the Block

As discussed in Section 4.5.1.2 Existing Conditions, there are no historical resources present on the subject block eligible for listing in the NRHP, the CRHR, or the local register of historic resources.

Impacts to the San Mateo Downtown Historic District

The Downtown Historic District is located across B Street and 1st Avenue, separated by public streets, as depicted on Figure 3.1-4. The project is proposed immediately across the street from four buildings within the historic district (22 South B Street, 36 South B Street, the Wisnom Building at 100 South B Street, and 101 South B Street). These buildings are generally two stories in height and date to the late 19th or early 20th century. The following summarizes the analysis by the historic consultant retained by the City of the introduction of the project's new construction adjacent to the historic district (see Appendix **C** for more detail).

The new building would be located along the northern end of the historic district, where modern construction has already been introduced. In total, the proposed project would be twice the height and width of the buildings within the historic district. However, the proposed project incorporates step backs in height, such that the western and southern facades of the project would be two stories in height. Thus, the building's street presence immediately along South B Street and 1st Avenue would approximate the scale of the Downtown Historic District, while the bulk of the proposed four-story building would not be as easily perceived from locations within the historic district.

Further, the project would utilize the conventions of early 20th century commercial blocks (i.e., glazed storefronts; central recessed doors; large, fixed display windows; steel cornice; and brick veneer) while maintaining modern design (i.e., large upper story windows, metal-frame storefront assemblies, steel canopies, and glass guardrails). As such, the project would be compatible with surrounding historic buildings in terms of construction and decorative materials, storefronts, and division of street-facing façades.

Impacts to the Wisnom Building

The Wisnom Building, located at 100 South B Street, while a contributor to the Downtown Historic District, is also individually significant for its association with the development of downtown San Mateo's commercial economy before World War II, as well as for being a particularly notable example of Revival-inspired architecture used for commercial buildings during the early 20th century.

The proposed project would be located immediately northeast of the Wisnom Building, on the opposing corner of the South B Street and 1st Avenue intersection. As discussed above, the project

building would be considerably larger in scale than historic buildings nearby, including the Wisnom Building. The primary four-story building mass would be readily visible from the Wisnom Building, despite the nearest component of the project being the two-story section along South B Street.

Although the core building mass of the project would be of larger scale than the Wisnom Building, the project is designed to promote compatibility with historic buildings in its vicinity. The two-story portion of the project replicates certain architectural patterns seen on the Wisnom Building and surrounding historical buildings which, as described above, include glazed storefronts, large display windows, recessed entries, brick veneer, glass, and metal. Thus, the project would not alter the Wisnom Building's significance by substantially altering its setting, as the Wisnom Building would retain all of the elements justifying its evaluation as a historic resource.
Based on the above discussion, the historic consultant retained by the City concluded the proposed project would not cause substantial direct or indirect impacts to any historical resources under CEQA. **(Less than Significant Impact)**

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

Significant prehistoric cultural resources are defined as human burials, features, or other clusterings of finds made, modified, or used by Native American peoples in the past. Prehistoric materials may include human bone, proof of habitation, and artifacts. Historic cultural materials may include finds from the late 19th through early 20th centuries. Historic objects and features can include structural remains or portions of foundations, trash pits, privies, wells and associated artifacts, isolated artifacts, or isolated clusters of manufactured artifacts (e.g., glass bottles), and human remains.

As described under Section 4.5.1.2 Existing Conditions, the project site is located within a high sensitivity zone for archaeological resources and there are four prehistoric sites and one prehistoric/historic site present within 1,000 feet of the site. Although the project site has previously been extensively disturbed by past development, construction of the project (e.g., grading) has the potential to encounter and damage or destroy undiscovered subsurface archaeological resources, if present. As such, the project would implement the following mitigation measures.

Impact CUL-1: Development of the project could result in impacts to buried archaeological resources.

Mitigation Measures:

MM CUL-1.1: A Registered Professional Archaeologist (RPA) shall monitor the removal of any subsurface foundations or infrastructure or any other subsurface components during demolition within the project site. Prior to the issuance of a demolition permit, the applicant and RPA shall submit a focused Archaeological Monitoring Plan (AMP) to monitor removal of subsurface foundations and infrastructure

and hardscape and landscaping that will impact native soils to the Community Development Director, or his/her designee for review and approval. Minimum components to be included in the AMP are Worker Awareness Training (WAT), monitoring protocols, and investigation and evaluation procedures for archaeological discovery.

The AMP shall include a provision for WAT for cultural resources for subsurface demolition and excavation contractors. If potentially significant archaeological resources are exposed during demolition, work shall stop at the location of the find and the find be protected until it can be identified and evaluated by the RPA. If the resource is evaluated as a significant historic resource or unique archaeological resource under CEQA, this decision shall be communicated to the Community Development Director, or his/her designee for review and archaeological testing shall commence in accordance with procedures outlined under MM CUL-1.2. If the resource is determined not to be a significant historic resource or unique archaeological resource under CEQA, this decision shall be communicated to the Community Development Director, and no further action is required.

MM CUL-1.2: (A) Prior to the issuance of a demolition permit, the applicant and an RPA shall submit an Archaeological Testing Plan (ATP) to the Community Development Director or his/her designee for review and approval. The ATP will include field testing protocols and procedures, outline consultation and coordination with the applicant and City, discuss testing observations, and outline parameters for a post-field technical memo. The parameters will include an evaluation of the "uniqueness" of any finds and anticipated impacts and will provide recommendations to reduce impacts in accordance with California Public Resources Code Section 15064.6 (e.g., avoidance, preservation in-place, recordation, additional archeological testing and data recovery).

(B) After the completion of demolition, an RPA shall complete a systematic subsurface presence/absence testing program within the project site with the objective of determining the presence/absence of significant archaeological materials and their horizontal and vertical extent. Mechanically assisted subsurface testing shall be completed with depths to be determined by the protocols established in the ATP. Other protocols may be used including hand-augur borings and shovel test units to check any potential discoveries. Further mitigation measures and findings of the post-field technical memo shall be submitted for review and approval of the Community Development Director or his/her designee following demolition and prior to issuance of a building permit.

Prior to any ground-disturbing activities, implementation of MM CUL-1.1 would require an RPA to monitor construction activities and would require the project to provide WAT to all construction workers on the legal requirements for the treatment of cultural resources as well as procedures to

follow in the event of a cultural resources discovery, which would ensure that workers identify and follow procedures intended to protect potential archaeological deposits. Implementation of MM CUL-1.2 would require presence/absence subsurface testing be implemented after demolition of the existing structures. An AMP and/or ATP would be completed to guide the treatment of significant cultural resources with the California Office of Historic Preservation and the City of San Mateo. Therefore, with implementation of mitigation measures MM CUL-1.1 and MM CUL-1.2, the project would not cause a substantial adverse change in the significance of an archaeological resource. **(Less than Significant Impact with Mitigation Incorporated)**

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

Human graves are most often associated with prehistoric occupation sites. As discussed in Section 4.5.1.2 Existing Conditions, known prehistoric sites are present within 1,000 feet of the project site. Though the site has previously been disturbed, the potential exists for human remains, including Native American remains, to be unearthed during construction activities. As such, the project would comply with the following standard condition of approval.

Condition of Approval CUL-1:

The project shall incorporate the condition below at all times during the construction phase of the project to minimize impacts to human remains:

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

Compliance with the above Condition of Approval would ensure that any human remains encountered during project construction are subject to timely identification, analysis, and documentation in accordance with state and local laws. Therefore, any disturbance to human remains caused by the project would be considered less than significant. **(Less than Significant Impact)**

4.6 Energy

The following discussion is based, in part, on a Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc. A copy of the report, dated November 2023, is attached to this Initial Study as Appendix E.

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

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

Renewables Portfolio Standard Program

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

Executive Order B-55-18 To Achieve Carbon Neutrality

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

California Building Standards Code

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

legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years.[31] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[32]

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars II program in 2022 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2026 through 2035. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[33]

Regional and Local

City of San Mateo 2030 General Plan

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

Policy	Description
BE-3	Adopt a green building policy for the design and construction of new civic facilities to meet or exceed LEED Silver green building standards and for building removal projects to meet or exceed LEED Certified. For some civic buildings, the GreenPoint Rated program may be applicable; in that case, buildings may be designed and constructed to meet or exceed a GreenPoint Rating of 75 points for new construction and 50 points for remodels in place of a LEED rating.
C/OS 3.2	Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.

[31] California Building Standards Commission. "California Building Standards Code." Accessed January 17, 2024. https://www.dgs.ca.gov/BSC/Codes#@ViewBag.JumpTo.
[32] California Energy Commission (CEC). "2022 Building Energy Efficiency Standards." Accessed January 17, 2024. https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency.
[33] California Air Resources Board. "Advanced Clean Cars II." Accessed January 17, 2024. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii

Policy	Description
LU 8.3	Evaluate the City's GHG Emissions Reduction target, quantify greenhouse gas emissions in accordance with industry protocol, re-evaluate emission reduction measures, monitor the Greenhouse Gas Emissions Reduction Program's progress toward achieving the target GHG emissions reductions on an annual basis and require necessary amendments no less than every five years to respond to the current environmental setting, regulatory structure, and progress towards implementation.
LU 8.5	Promote or join local partnerships and opportunities that offer renewable energy options to the residents and/or help inform them of rebates and options while ensuring that the permit process is quick and inexpensive.
UD 2.14	Require new development and building alterations to conform with the City's Sustainable Initiative Plan and subsequent Council adopted goals, policies, and standards pertaining to sustainable building construction.

City of San Mateo Climate Action Plan

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

The CAP includes the following measures for increased energy efficiency:

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

San Mateo Municipal Code Chapter 23.24 Energy Code

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

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,278.7 trillion British thermal units (Btu) in the year 2021, the most recent year for which this data was available.[34] Out of the 50 states, California is ranked second in total energy consumption and 49th in energy consumption per capita. The breakdown by sector was approximately 20 percent (14,732.2 trillion Btu) for residential uses, 19 percent (1,396.7 trillion Btu) for commercial uses, 23.2 percent (1,704.4 trillion Btu) for industrial

[34] United States Energy Information Administration. "State Profile and Energy Estimates, 2020." Accessed January 17, 2024. https://www.eia.gov/state/?sid=CA#tabs-2.

uses, and 37.8 percent (2,785 trillion Btu) for transportation.[35] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Electricity in San Mateo County in 2021 was consumed primarily by the non-residential sector (60 percent), with the residential sector consuming 40 percent. In 2021, a total of approximately 4,157 GWh of electricity was consumed in San Mateo County.[36]

Peninsula Clean Energy (PCE) is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the PCE service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources. [37]

Natural Gas

PG&E provides natural gas services within the City of San Mateo. In 2022, California's natural gas supply came from a combination of in-state production and imported supplies from other western states and Canada.[38] In 2021, residential and commercial customers in California used 33 percent of the state's natural gas, power plants used 0.01 percent, the industrial sector used 33 percent.[39] In 2021, San Mateo County used 1.7 percent of the state's total consumption of natural gas.[40] San Mateo County used 87 million therms (870,000,0000 kBtu) compared to the statewide consumption of 7,327 million therms (732,700,000,000 kBtu).[41]

[35] United States Energy Information Administration. "State Profile and Energy Estimates, 2020." Accessed January 17, 2024. https://www.eia.gov/state/?sid=CA#tabs-2.
[36] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed January 17, 2024. http://ecdms.energy.ca.gov/elecbycounty.aspx.
[37] Sources: 1) Peninsula Clean Energy. "Frequently Asked Questions." Accessed January 17, 2024. https://www.peninsulacleanenergy.com/faq/. 2) Peninsula Clean Energy. "Energy Choices." Accessed January 17, 2024. https://www.peninsulacleanenergy.com/faq/.
[38] California Gas and Electric Utilities. 2022 *California Gas Report.* Accessed January 17, 2024. https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf.
[39] United States Energy Information Administration. "Natural Gas Consumption by End Use. 2021." Accessed August 18, 2023. https://www.eia.gov/state/?sid=CA#tabs-2.
[40] California Energy Commission. "Natural Gas Consumption by County." Accessed January 17, 2024. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[41] One therm is equivalent to 100,000 Btu.

Fuel for Motor Vehicles

In 2022, California produced 124 million barrels of crude oil and in 2019, 15.4 billion gallons of gasoline were sold in California. [42,43] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 25.4 mpg in 2021.[44] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026. [45,46]

4.6.2 Impact Discussion

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

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

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

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

[43] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed January 17, 2024. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.

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

[45] United States Department of Energy. *Energy Independence & Security Act of 2007.* Accessed January 17, 2024. http://www.afdc.energy.gov/laws/eisa.

[46] United States Department of Transportation. USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed January 17, 2024. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026

Operation of the proposed project would consume energy for multiple purposes including, but not limited to, building heating and cooling, lighting, appliances, and electronics. Operational energy would also be consumed during each vehicle trip associated with the project. Due to the inherent need for natural gas appliances with most restaurant uses, the restaurant component of the proposed project would not be able to adhere to Reduction Measure BE-1 requiring all-electric construction in new projects. For this reason (and as discussed further in Section 4.8 Greenhouse Gas Emissions), the GHG analysis takes the conservative approach of modeling emissions and demonstrating whether the project can meet the CAP target of 4.3 $MTCO_2e$/year/service population. As such, the conservative modeling approach also contributed to conservative energy estimations that assumed the entire project would include natural gas. Table 4.6-1 shows the estimated annual energy use of the proposed development by land use.

Table 4.6-1: Estimated Energy Use of Proposed Development

Land Use	Electricity Use (kWh/yr.)	Natural Gas Use (kBtu/yr.)[1]	Gasoline (gal/yr.)[2]
High Turnover (Sit Down Restaurant)	240,598	715,351	8,299
General Office Building	759,700	852,350	58,599
Project Total	1,000,298	1,567,701	66,898
Existing Total	83,973	53,202	11,614
Net Change in Energy Consumption	916,325	1,514,499	55,284

Source: ECORP Consulting, Inc. *Greenhouse Gas Emissions Assessment, 31-57 South B. Street Mixed-Use Project*. November 2023.

Notes:

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

[2] Gasoline use calculated based on forecasted annual VMT in CalEEMod (1,488,430) divided by average U.S. fuel economy. Per the 2021 EPA Automotive Trends Report, the average U.S. Fuel Economy is 25.4 mpg for light-duty vehicles.

As shown in Table 4.6-1, operation of the project would increase consumption of electricity, natural gas, and gasoline compared to existing conditions. Electricity consumed by the project would be equivalent to approximately 0.0002 percent of the countywide electricity use.[47] Natural gas consumed by the project would be equivalent to less than 0.001 percent of countywide and statewide consumption.[48] The project would result in an insignificant increase in gasoline consumption in comparison with the 15.4 billion gallons of gasoline consumed per year in California. Therefore, project-related energy consumption is less than significant in comparison with state and county consumption of electricity, natural gas, and gasoline, and the project would not

[47] The project would consume a net 916,325 kWh, equivalent to 0.91 GWh. Dividing the project's electricity consumption by the county's electricity consumption in 2020 (4,167 GWh) equals 0.0002 percent.

[48] The project would consume a net 1,514,449 kBtu. Dividing the project's natural gas consumption by the county's and state's natural gas consumption in 2021 (8,700,000,000 kBtu and 732,7000,000,000 kBtu, respectively) equals 0.00017 percent and 0.000002 percent, respectively.

result in wasteful, inefficient, or unnecessary consumption or wasteful use of energy resources. **(Less than Significant Impact)**

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

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

4.7 Geology and Soils

The following discussion is based, in part, on a Geotechnical Investigation prepared by Cornerstone Earth Group, Inc. A copy of the report, dated March 2022, is attached to this Initial Study as Appendix D.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

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

Seismic Hazards Mapping Act

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

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

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

Public Resources Code Section 5097.5

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

Local

City of San Mateo 2030 General Plan

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

Policy	Description
S 1.1	Require a site specific geotechnical engineering studies, subject to the review and approval of the City Engineer and Building Official, for development proposed on sites identified in Figure S-1 of the City's General Plan as having a moderate or high potential for ground failure. Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, or contribute to, the hazardous condition on the site or on adjacent properties.
S 1.3	Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15 percent or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.
C/OS 3.2	Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.

San Mateo Municipal Code Chapter 23.40 Site Development Code

The City's Site Development Code establishes administrative procedures, regulations, required approvals, and performance standards for site grading, construction on slopes, and removal of major vegetation. In general, a planning application and a subsequent site development permit are required for development where grading exceeds 5,000 square feet in area; grading exceeds a

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

4.7.1.2 *Existing Conditions*

Regional Geology

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

Local Geology

The project site is located on Holocene-era alluvial fan deposits underlain by medium-grained alluvium (Qam) of Holocene age over older alluvium (Qoa) of Pleistocene age. The Qam unit is described as "unconsolidated to moderately consolidated, moderately sorted fine sand, silt and clayey silt." The Qam unit is generally less than 20 feet thick, was deposited at the edge of coarse-grained alluvial fans (Qac) and locally interfingers with coarse and fine grained alluvium (Qaf). It forms much of the flatland alluvial plain along the western edge of the Bay in the San Mateo quadrangle. The Qoa unit is designated as "(Late Pleistocene) older alluvial fan deposits" and is described as "unconsolidated to moderately consolidated gravel, sand and silt."

On-Site Geological Conditions

<u>Topography</u>

The project site and immediate vicinity is generally flat. No significant slopes or knolls, hills or mountains are located in the surrounding area.[49]

<u>Seismicity and Seismic Hazards</u>

The project site is located within the seismically active San Francisco Bay Area region. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher. Major active faults in the area include San Andreas fault (approximately 3.5 miles to the west); the Monte Vista-Shannon

[49] US Geological Survey. National Map - Elevation Slope Map. Accessed May 23, 2023. https://apps.nationalmap.gov/viewer/.

(approximately 9.9 miles to the south), the San Gregorio (approximately 10.4 miles to the southwest), and the Hayward (approximately 14.9 miles to the east).

According to the CGS, the project site is not within an Alquist-Priolo Earthquake Fault Zone or a Landslide Hazard Zone, but the northwestern side of the site is within a Liquefaction Hazard Zone.[50]

Soils

Subsurface borings completed by Cornerstone Earth Group generally encountered 1.5 to 4.5 feet below ground surface (bgs) of undocumented fill consisting of loose to medium dense clayey sands with varying amounts of gravel and very stiff lean clays with varying amounts of sand. Beneath the undocumented fills, Cornerstone's explorations primarily encountered interbedded layers of stiff to hard lean clays with varying amounts of sand and medium dense to very dense clayey sands with varying amounts of gravel to the maximum depth explored (80 feet bgs). One boring encountered a layer of medium dense poorly graded sand with silt between about 16 to 20 feet bgs and layers of very dense poorly graded sand with clay between about 61 to 67.5 feet bgs and between 77 to 80 feet bgs. Another boring encountered a layer of medium dense silty sand between about 22.5 and 25 feet bgs.

Plasticity index (PI) tests conducted on representative soil samples indicated that soils on-site have a PI ranging between nine and 18, and are therefore classified as expansive pursuant to the CBC.[51]

Groundwater

Based on subsurface borings and tests conducted in the surrounding area, groundwater on site and in the surrounding area ranges between 12 and 24 feet bgs, with seasonal fluctuations, with an estimated northeast flow direction.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments from geologic strata. There are no known paleontological resources or fossil recovery sites in the City of San Mateo. As noted under Local Geology, Pleistocene-era sediments, which due to their geological age may contain paleontological resources, are present on-site at depths below younger Holocene deposits.

[50] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Accessed June 13, 2022. https://maps.conservation.ca.gov/cgs/EQZApp/app/

[51] Plasticity Index is correlated to expansion potential and shrink-swell of soils. Pursuant to the 2022 CBC, soils with a PI greater than 15 are considered expansive.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	☐	☐	☒	☐
- Strong seismic ground shaking?	☐	☐	☒	☐
- Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
- Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

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

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, making fault rupture at the site unlikely. As documented in Section 4.7.1.2 Existing Conditions, the nearest fault is the San Andreas, located approximately 3.5 miles west of the site, and the proposed project is outside of the fault rupture zone. Therefore, significant impacts associated with fault ruptures are not anticipated to occur.

Ground Shaking

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

Construction of the project would be subject to the standard engineering and building practices and techniques specified in the CBC and the recommendations of the site-specific geotechnical investigation (refer to Appendix D), as well as the applicable Building and Fire Codes adopted by the City of San Mateo. Consistent with the findings of the General Plan 2030 EIR, conformity with state and local law would ensure less than significant impacts associated with seismically-induced ground shaking.

Ground Failure

Liquefaction and Lateral Spreading

Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. This phenomenon is triggered by earthquake or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt layers bedded with a cohesive cap. Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying soil toward an open or "free" face such as an open body of water, channel, or excavation. This movement is often associated with liquefaction and commonly occurs on gentle slopes in seismically active regions. Lateral spread presents a significant hazard to the integrity of buildings and other structures.

As documented in Section 4.7.1.2, the project site is susceptible to liquefaction. According to the Geotechnical Investigation prepared for the project site (refer to Appendix D), several underground layers could potentially experience liquefaction triggering that could result in post-liquefaction settlement at the ground surface ranging from one-third inch to about one and one-quarter inches.

There are no adjacent bodies of water, channels, or excavations in the vicinity of the site that could increase the potential for lateral spreading to occur. Project-related grading and excavation activities would extend to a maximum depth of seven feet, and therefore would not encounter groundwater requiring dewatering that could increase the risk lateral spreading.

The project would be required by law to conform with the Building Code in effect at the time of building permit submittal and the City's Site Development Code, which would further reduce the risk of liquefaction and lateral spreading.

For these reasons, the project would not cause any substantial adverse effects associated with seismically-induced liquefaction or lateral spreading.

Landslides

As described in Section 4.7.1.2, the project site is not mapped by CGS within a Landslide Hazard Zone and the topography of the site and surrounding area is relatively flat. While construction of the building footing would require excavation and grading, it would not create any unstable slopes that would exacerbate existing landslide risks. Accordingly, the project would not cause any substantial adverse effects associated with seismically-induced landslides.

Based on the analysis above, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less than Significant Impact)**

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

Ground disturbance related to demolition, excavation, grading, and construction activities from the proposed project is expected, potentially resulting in an increased exposure of soil to wind and water erosion. Development on the project site could result in significant amounts of soil erosion if managed improperly. The City of San Mateo's Municipal Code and Site Development Code outlines procedures to be followed to prevent significant soil erosion during construction activities.

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

Condition of Approval GEO-1:

- The project shall include erosion control measures in the building permit plans including silt fences, fiber rolls, proposed cribbing (retaining walls or riprap), terraces, and/or surface protection, required for drainage and erosion control of the property in accordance with Municipal Code section 23.40.040(a), subject to review and approval of the Public Works Director, or his/her designee. Conformance with these measures will reduce soil erosion during construction. The applicant shall also submit an Erosion and Sediment Control Plan (which includes erosion control measures), if required by the City Engineer or Building Official.
- The applicant shall also submit a site logistics plan for each phase of operation. The plan, at a minimum, shall include estimated timeframes for implementation, duration, construction operations.
- The project applicant shall provide a Storm Water Pollution Prevention Plan (SWPPP) in compliance with Bay Area Stormwater Management Agencies Association (BASMAA) Blueprint for a Clean Bay Best Management Practices to Prevent Stormwater Pollution from Construction-Related Activities.

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

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

As described under checklist question a) above, the project, with adherence to state and local laws and the recommendations of the site-specific geotechnical report, would not exacerbate landslide, lateral spreading, or liquefaction risks. As described under checklist question b) above, the project would comply with the City's standard conditions of approval for reducing erosion. Additionally, the City's Site Development Code 23.40.040 requires projects that involve over 5,000 square feet or 550 cubic yards of grading to obtain a Site Development Permit. To do so, the project would be required to follow procedures to demonstrate conformance with applicable building codes, building safety during seismic events, erosion control measures, and appropriate construction procedures for project implementation.

Condition of Approval GEO-2:

- The applicant shall submit a stamped, signed, and dated soils investigation report containing design recommendations and shall integrate recommendations into the plans as appropriate. The applicant shall also submit a letter stamped and signed by the Geotechnical engineer of-record stating the plans and specifications substantially conform

to the recommendations in the soil report, subject to the satisfaction of the Building Official or his/her designee.

Condition of Approval GEO-3:

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

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

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

As documented in Section 4.7.1.2, soils on site have a PI of nine to 18. Pursuant to the 2022 CBC, soils with a PI of 15 or more are considered expansive; thus, the project would be located on expansive soil. Additionally, as discussed under checklist question a) above, the geologic foundation of the project site has a potential risk for liquefaction to occur. However, by conforming with the applicable regulations and the recommendations of the soils and engineering geology report, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

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

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

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

As documented in Section 4.7.1.2, there are no known paleontological resources or fossil recovery sites in the City of San Mateo. Further, the project site and surrounding area have been extensively developed, and no paleontological resources have been discovered as of yet. Sensitive paleontological resources are unlikely to be unearthed during construction-related ground

disturbing activities, as they are unlikely to be present in the shallow, younger soils on the site and the project does not involve substantial excavation, such as a basement level parking garage. However, the project site is located on Pleistocene-era deposits at depths that have the potential to contain paleontological resources due to their geological age. Therefore, undiscovered subsurface paleontological resources may be present. The City of San Mateo requires all projects to implement the following condition of approval in the event that paleontological resources are discovered during project construction.

Condition of Approval GEO-4:

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

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

4.7.3 Non-CEQA Effects

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

The proposed project is located in the seismically active San Francisco Bay Area in proximity to several active faults. The site is not located within the fault rupture hazard zone of any of these faults. The project site is located within a liquefaction zone on expansive soils. As required by law, a site-specific geotechnical investigation that addresses safety concerns and mitigates risks posed by site development would be prepared to ensure that the project would comply with General Plan Policy S1.1 and the City's Site Development Code.

4.8 Greenhouse Gas Emissions

The following discussion is based, in part, on a Greenhouse Gas Emissions Assessment prepared by ECORP Consulting, Inc. A copy of the report, dated November 2023, is attached to this Initial Study as Appendix E.

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

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

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

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes, and drought; and increased levels of air pollution.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

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

Senate Bill 375

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

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050. Plan Bay Area 2050 establishes a course for reducing per capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

Regional and Local

2017 Clean Air Plan

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

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The

jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

City of San Mateo 2030 General Plan

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

Policy	Description
BE-3	Adopt a green building policy for the design and construction of new civic facilities to meet or exceed LEED Silver green building standards and for building removal projects to meet or exceed LEED Certified. For some civic buildings, the GreenPoint Rated program may be applicable; in that case, buildings may be designed and constructed to meet or exceed a GreenPoint Rating of 75 points for new construction and 50 points for remodels in place of a LEED rating.
C/OS 3.2	Regulate the location, density, and design of development throughout the City in order to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.
LU 8.3	Evaluate the City's GHG Emissions Reduction target, quantify greenhouse gas emissions in accordance with industry protocol, re-evaluate emission reduction measures, monitor the Greenhouse Gas Emissions Reduction Program's progress toward achieving the target GHG emissions reductions on an annual basis and require necessary amendments no less than every five years to respond to the current environmental setting, regulatory structure, and progress towards implementation.
LU 8.5	Promote or join local partnerships and opportunities that offer renewable energy options to the residents and/or help inform them of rebates and options while ensuring that the permit process is quick and inexpensive.
UD 2.14	Require new development and building alterations to conform with the City's Sustainable Initiative Plan and subsequent Council adopted goals, policies, and standards pertaining to sustainable building construction.

City of San Mateo Climate Action Plan

The City adopted an updated community-wide Climate Action Plan in April 2020, which updates and consolidated the various City's GHG reduction efforts based on the vision of San Mateo residents, businesses, and local government. The Climate Action Plan provides the framework for San Mateo to reduce its community-wide GHG emissions in a manner consistent with state reduction targets and goals for 2030 and 2050. The CAP was prepared consistent with the CEQA Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (CCR 15183.5). This allows the 2020 Climate Action Plan to support (and possibly streamline) environmental review of GHG emissions related to future development projects within the City. The 2020 Climate Action Plan is a direct update to the 2015 Climate Action Plan. The 2020 Climate Action Plan analyzes San Mateo's progress to date in meeting its GHG reduction targets and contains new information to achieve more significant and longer-term GHG reductions.

A Climate Action Plan is a comprehensive strategy for a community to reduce emissions of GHGs, which, according to scientific consensus, are primarily responsible for causing climate change. The Climate Action Plan identifies a strategy, reduction measures, and implementation actions the City will use to achieve targets consistent with state recommendations of 4.3 metric tons of CO_2e ($MTCO_2e$) per person by 2030 and 1.2 $MTCO_2e$ per person by 2050. The City Climate Action Plan includes five key pieces:

- An inventory of the annual GHG emissions attributable to San Mateo based on the types of activities occurring within the community and guidance from various protocols and agencies.
- A forecast of what GHG emissions are likely to look like in 2030 and 2050 based on expected population and economic growth as predicted in the City's General Plan; with the consideration of major CO_2e emission reduction policies.
- A reduction target, which identifies goals for reducing GHG emissions by 2030 and 2050.
- Reduction strategies, which describe the actions the community intends to take to achieve the reduction target. Each strategy identifies the amount of GHGs that will be reduced once the strategy is implemented. The Climate Action Plan also estimates benefits of existing programs.
- An implementation and monitoring program to track progress toward the reduction target and the status of the reduction strategies. A Climate Action Plan consistency checklist for future development projects is included in the implementation program.

As part of the Climate Action Plan, the City developed a consistency checklist for land use projects. The checklist is a streamlined tool that identifies the Climate Action Plan's mandatory requirements and provides an opportunity for project applicants to demonstrate project consistency with GHG reduction measures and actions in the Climate Action Plan. The checklist identifies a general development class and the strategies which must be implemented for the project to be compliant with the Climate Action Plan. The checklist is also an opportunity to identify additional project characteristics that support the GHG reduction targets and programs in the Climate Action Plan. Projects are considered to be consistent with the City's Climate Action Plan if they comply with the required GHG reduction measures. If a project does not comply with the applicable mandatory GHG reduction measures, mitigation measures must be implemented to require compliance.

4.8.1.3 *Existing Conditions*

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

The project site is currently developed with two commercial buildings totaling 9,336 square feet and a surface parking lot. GHG emissions associated with vehicle trips to and from the project site

and operation of the existing uses were estimated using CalEEMod (refer to Appendix E). The existing development at the project site is estimated to generate 118 metric tons of CO_2e per year.

4.8.2 Impact Discussion

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

4.8.2.1 *Thresholds of Significance*

For the purposes of this assessment, the project is evaluated for compliance with the City's Climate Action Plan, which was written to align with the goals of SB 32, and addresses estimated emissions beyond 2020 as informed by the post-2020 GHG reduction targets of SB 32 and EO S-3-05. Specifically, the City set emission reduction goals of 15 percent below 2005 emissions levels by 2020, 4.3 $MTCO_2e$ per person by 2030, and 1.2 $MTCO_2e$ per person by 2050. Therefore, project compliance with the City's Climate Action Plan adequately establishes project compliance with statewide GHG reduction goals for the year 2030 associated with SB 32, and with statewide GHG reduction goals for the years beyond 2030.

Plans adopted for the purpose of reducing GHG emissions includes ABAG's Plan Bay Area, which is the RTP/SCS for the San Francisco Bay Area and establishes an overall GHG target for the region consistent with the post-2020 GHG reduction goals of SB 32, and the BAAQMD 2017 CAP, which defines a vision for transitioning the region to a post-carbon economy needed to achieve ambitious GHG reduction targets for 2030 and 2050, and provides a regional climate protection strategy that will put the Bay Area on a pathway to achieve those GHG emissions reduction targets.

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

Construction

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Demolition of the existing on-site buildings would also generate GHGs. GHG emissions from construction-related activities were estimated using CalEEMod, and accounted for the demolition of 16,413 square feet of structures, in addition to the

export of 1,750 cubic yards of soil. More information on the methodology used to estimate construction-related GHG emissions can be found in Appendix E.

Construction of the proposed project is estimated to generate approximately 551 metric tons of CO_2e. over the course of 15 months. Generation of GHG emissions from construction activities would cease once building construction is completed. As stated in Section 4.8.2.1 Thresholds of Significance, neither the City of San Mateo nor BAAQMD has an adopted threshold of significance for construction-related GHG emissions. Because construction would be temporary (approximately 15 months) and would not result in a permanent increase in emissions, the project would not result in a significant GHG impact from construction emissions. **(Less than Significant Impact)**

Operations

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

Table 4.8-1: Operational GHG Emissions

Project Emissions ($MTCO_2e$/year)[2]	**Service Population[2]**	**Project Emissions ($MTCO_2e$/year/service population)[3]**	**CAP Threshold ($MTCO_2e$/year/service population)**	**Exceed Threshold?**
551	154 employees	3.5	4.3	No

Source: ECORP Consulting, Inc. *31-57 South B Street Project Greenhouse Gas Emissions Assessment*. October 2023.

Notes:

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

[1] Accounting for existing on-site land uses would result in a net increase of 433 $MTCO_2e$/year. The 551 $MTCO_2e$/year is used to allow for a conservative comparison of project emissions to the CAP threshold when utilizing the service population threshold, baseline emissions are typically excluded, as the existing uses occupants are assumed to relocate elsewhere.

[2] Per default occupancy accounts provided by the US Green Building Council (250 square feet/employee for general office uses and 435 square feet/employee for restaurant uses), the project is anticipated to result in a total of 154 employees.

[3] 551 $MTCO_2e$/year divided by the service population (154 employees) equals 3.5.

As shown in Table 4.8-1, the project's GHG emissions would not exceed the 2030 service population threshold of 4.3 $MTCO_2e$/year/service population. Therefore, operation of the project would not generate significant GHG emissions. **(Less than Significant Impact)**

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

City of San Mateo Climate Action Plan

As discussed in Section 4.8.1.2 Regulatory Framework, projects are considered to be consistent with the City's Climate Action Plan if they comply with all of the applicable GHG reduction measures identified in the Climate Action Plan Consistency Checklist, or if project emissions do not exceed the appropriate $MTCO_2e$/year/ service population threshold. Due to the inherent need for natural gas appliances with most restaurant uses, the restaurant component of the proposed project would not be able to adhere to Reduction Measure BE-1 requiring all-electric construction in new projects. Thus, the GHG analysis takes the approach of modeling emissions and demonstrating whether the project can meet the Climate Action Plan target. Since the project would be built out prior to 2030, the City's Climate Action Plan uses a threshold of 4.3 $MTCO_2e$/year/service population. As shown in Table 4.8-1 under checklist question a), the project's GHG emissions would not exceed the 2030 service population threshold of 4.3 $MTCO_2e$/year/service population. Therefore, the project would be consistent with the City's Climate Action Plan.

BAAQMD 2017 Clean Air Plan

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

Mobile Source and Transportation Source Control Measures

The 2017 CAP's mobile source and transportation control measures are designed to reduce ozone precursor emissions from motor vehicles by reducing vehicle trips and vehicle miles traveled (VMT) in addition to vehicle idling and traffic congestion.

Since the project would exclude on-site parking and the project site would be located in proximity to the Downtown San Mateo Caltrain Station and is served by SamTrans routes 53, 59, 250, 292, 397, and ECR, the project would not result in a substantial increase in VMT (refer to Section 4.17.2, Impact TRN-2). The project is an infill development, which can reduce development pressure on outlying areas. When infill development occurs near existing transit infrastructure, employment centers, and other destinations, it can help reduce VMT, thus improving air quality and reducing GHG emissions. Further, the project would provide short- and long-term bicycle parking spaces for employees. As the project would provide accessibility to restaurants, office businesses, and new employment opportunities in a downtown area that employees and shoppers can access via walking, biking, or transit, VMT would be reduced further. For these reasons, the proposed project would not conflict with the goals of the transportation and mobile source control measures of the CAP.

Energy and Climate Control Measures

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

The project would include landscaping throughout the project site and reduce impervious surfaces, which would help reduce the urban heat-island effect. Furthermore, the proposed buildings would be constructed in accordance with Title 24, which requires, electricity used by the development to come from 100 percent renewable sources, thereby eliminating operational CO_2e emissions associated with project operation. As such, the project would be consistent with the goals of the 2017 CAP's energy and climate control measures.

Based on the above analysis, the project would not exceed the 2030 service population thresholds of 4.3 $MTCO_2e$/year/service population and would be consistent with the 2017 CAP, and would conform to project-applicable control measures in the CAP and would not disrupt or hinder the implementation of any other control measures. **(Less than Significant Impact)**

Plan Bay Area 2050

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

4.9 Hazards and Hazardous Materials

The following discussion is based, in part, on a Phase I Environmental Site Assessment (ESA) prepared by Geosyntec Consultants (dated June 2019), Limited Phase II Subsurface Investigation Report prepared by AEI Consultants (dated July 2019), and a Visual Hazardous Materials Survey prepared by Terraphase Engineering, Inc. (dated August 2022). Copies of the Phase I ESA, Limited Phase II, and Visual Hazardous Materials Survey are attached to this Initial Study as Appendices H, I, and J respectively.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

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

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

Federal and State

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

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. Over five years, $1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites. CERCLA accomplished the following objectives:

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

The law authorizes two kinds of response actions:

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

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act on October 17, 1986.[52]

Resource Conservation and Recovery Act

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

[52] United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed May 11, 2020. https://www.epa.gov/superfund/superfund-cercla-overview.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[53]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[54]

Toxic Substances Control Act

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

California Accidental Release Prevention Program

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

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA phased out use of friable asbestos products between 1973 and 1978. National Emission

[53] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed June 14, 2022. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[54] California Environmental Protection Agency. "Cortese List Data Resources." Accessed June 14, 2022. https://calepa.ca.gov/sitecleanup/corteselist/.

Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

CCR Title 8, Section 1532.1

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

Regional

Municipal Regional Permit Provision C.12.f

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

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP) by the San Francisco Bay Regional Water Quality Control Board on November 19, 2015, Provision C.12.f requires that permittees develop an assessment methodology for applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.[55] Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit. Single family homes and wood-frame structures are exempt from these requirements.

Local

City of San Mateo 2030 General Plan

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

Policy	Description
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element

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

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

San Mateo Municipal Code Chapter 23.28 Fire Code

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

City of San Mateo Emergency Operations Plan

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

4.9.1.2 *Existing Conditions*

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

Site History

Historical occupancy on-site included retail tenants, restaurants, and a bus depot. The project site was developed in 1891 with a stable; one building containing a meat shop, tailor, and general store; and wood yard with a coal area and garage. In 1897, an upholstery shop, bakery, dwellings, and clothing store were added to the site. Around 1950, all structures were removed on site and a new

building was constructed along the southeastern portion of the property at 57 South B Street. The building at 57 South B Street housed two different paint stores through the early 1970s and contained a realty company in 1976.

In 1951, the 31 South B Street building was constructed and served a Pacific Greyhound Lines bus depot with a rest stop. From 1952 to 1970, the building also housed a cocktail lounge, barber shop, cigar shop, creamery, confectionary, and restaurant. In 1970, the building housed a barber shop, San Mateo Cab service, adult bookstore, Greyhound news stand, and a snack bar. In 1976, the year the Greyhound Lines were shut down, the building contained a barber shop, café, and snack bar.

Based on site observations during the Phase I ESA, the site contains janitorial chemicals, solid waste bins, and six drums containing unknown fluids.

Off-Site Sources of Contamination

The site vicinity has been densely developed with residential, commercial, and industrial facilities since the 1900s, and regulatory databases indicate several releases of VOCs, petroleum hydrocarbons (PHCs), chlorinated solvents (tetrachloroethene [PCE]), and metals to soil and groundwater from nearby facilities.

PHCs are a large class of chemicals made up of the primary compounds found in common fuels such as kerosene, gasoline, diesel, and motor oil. When inhaled, PHCs can cause acute short-term effects (e.g. eye, nose, throat irritation, headaches) or, in significant concentrations, chronic long-term effects such as damage to the central nervous system or internal organs.[56] Chlorinated solvents are industrial chemicals used widely for cleaning. PCEs, in particular, are commonly used to dry clean clothes. When inhaled, chlorinated solvents (including PCE) can cause both acute (e.g. dizziness, headaches, confusion, etc.) or chronic health effects (e.g. cancer or liver, kidney, immunological, endocrine, and developmental effects).[57]

The Phase I ESA and Limited Phase II identified the San Mateo Downtown Transit Center, located to the north-northeast of the project site (APN 034-154-040), as listed on Geotracker for past hazardous materials operations and/or releases. Lead impacted soil was identified at the site in 1999. The case was closed in 2002.

A property at 226 1st Avenue (72 feet south of the project site) was listed for a LUST containing gasoline in 1995; the case was closed in 1997. Another property located at 401 1st Avenue (223 feet northeast of the project site) is listed as an inactive CUPA facility for a UST. There are no violations associated with the facility and the facility was delisted from county records in 2019. A property at 120 South Ellsworth Avenue (350 feet southwest of the project site) was listed for a LUST containing gasoline that affected soil in 1991; the case was closed in 1996. A property at 545 1st Avenue (614 feet northeast of the project site) is listed for a LUST that released kerosene to the soil in 1991; the

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

case was closed in 2001. At least 14 other LUST case closures are known to have occurred within 2,500 feet of the site (refer to Appendix F for additional information). However, due to their closed statuses, none of the properties are considered recognized environmental conditions (RECs).

There are seven dry cleaning facilities within 0.25 mile of the site. Five of the dry cleaning facilities have documented releases of PCE to soil and groundwater. One of these dry cleaning facilities is considered an REC due to its long term tenure and proximity to the project site.

On-Site Sources of Contamination

The project site is not listed on the Cortese List or other regulatory databases as a known source or suspected source of contamination or as a site that contains hazardous materials or hazardous waste.[58] The results of the Visual Hazardous Building Materials Survey and Phase I ESA are discussed below.

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

The Visual Hazardous Building Materials Survey identified approximately 72 ACMs and 39 lead-based paints, coatings, and/or glazing materials associated with the site. Additionally, the survey observed 42 ballasts containing PCBs, three fire extinguishers, three exit signs containing tritium, and three refrigerators containing chlorofluorocarbons.

Chlorinated Solvents and Petroleum Hydrocarbons

According to the Phase I ESA, none of the past or current uses on the project site have had the potential to cause soil or groundwater contamination on-site. As such, there is no evidence of RECs in direct connection to the site. However, as discussed above, one of the nearby dry cleaners has caused a PCE presence in shallow groundwater. For the Limited Phase II Investigation, AEI collected groundwater and soil gas samples to evaluate the site's potential PCE contamination in relation to Environmental Screening Levels (ESLs) for residential and commercial occupants. The key findings are shown in Table 4.9-1 below and discussed immediately afterwards.

[58] CalEPA. "Cortese List Data Resources" Accessed May 3, 2024. https://www.envirostor.dtsc.ca.gov/public/map/?global_id=38330005

Table 4.9-1: On-Site Sources of Contamination

Groundwater Exceedances			
Product	**Concentration (µg/L)**	**Residential ESL (µg/L)**	**Commercial ESL (µg/L)**
PCE	0.897	0.64	2.8
Methyl chloride	2.39	7.8	94
Soil Gas Exceedances			
Product	**Concentration (µg/m^3)**	**Residential ESL(µg/m^3)**	**Commercial ESL (µg/m^3))**
PCE	10.6 to 42.3	15	67
Methyl chloride	1.76 to 48.7	34	410
Benzene	1.56 to 6.35	3.2	14

PCE = tetrachloroethene.

ESL = environmental screening level.

µg/L = microgram per liter.

µg/m^3 = microgram per cubic meter.

Source: AEI Consultants. *Limited Environmental Soil Testing Investigation for 31-57 South B Street.* July 30, 2019.

Groundwater

The Limited Phase II identified PCE and one PHC (methyl chloride) in groundwater samples at concentrations of 0.897 and 2.39 micrograms per liter (µg/L), respectively. The samples exceeded ESLs for residential uses (0.64 µg/L for PCE and 7.8 µg/L for methyl chloride) but did not exceed the ESLs for commercial uses (2.8 µg/L for PCE and 94 µg/L for methyl chloride).

Soil Gas

Soil gas samples detected PCE at concentrations up to 42.3 micrograms per cubic meter (µg/m^3) exceeding ESLs for residential uses (15 µg/m^3) but not exceeding the ESL for commercial uses (67 µg/m^3). Soil gas samples also detected two PHCs (benzene and methyl chloride) likely related to historical LUSTs, as discussed above. Benzene was detected at concentrations up to 6.35 µg/m^3 and methyl chloride at concentrations up to 48.7 µg/m^3. These samples exceeded the residential ESLs (3.2 µg/m^3 for benzene and 34 µg/m^3 for methyl chloride) but did not exceed the commercial ESLs (14 µg/m^3 for benzene and 410 µg/m^3 for methyl chloride).

Airports

The project site is located approximately 3.5 miles southeast of the San Francisco International Airport and six miles northwest of the San Carlos Airport. It is located beyond the outer boundary of

their respective safety compatibility zones and CNEL noise contours, as delineated in their respective Comprehensive Airport Land Use Plan (CLUP).[59,60]

Wildfires

There are developed portions of the western hills of San Mateo to the west of California State Route 92 (SR 92) that are considered Very High Fire Hazard Zones (VHFHZ) in a Local Responsibility Area.[61] These areas are subject to wildland type fires due to existing vegetation, particularly chaparral, the steep slopes and the temperate climate with dry summer months.[62] The project site is located approximately 1.1 miles northeast of the nearest VHFHZ, which extends closest to the project at Crystal Springs Road and Alameda De Las Pulgas.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☒	☐

[59] City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* November 2012.
[60] City/County Association of Governments of San Mateo County, Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport. October 2015.
[61] California Department of Forestry and Fire Protection. Fire Hazard Severity Zone Viewer. Accessed August 17, 2023. https://egis.fire.ca.gov/FHSZ/.
[62] San Mateo 2030 General Plan, Safety Element. October 2010.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

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

Construction of the proposed project does not involve the routine transport, use, or disposal of reportable quantities of hazardous materials besides gas and diesel fuel used by construction vehicles. Small quantities of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be stored and used in operation of the proposed project. In addition, diesel would be stored in-site for the proposed fire pump. These materials would be managed in accordance with existing laws and regulations that ensure that the routine transport, storage, use, and disposal of these materials would not result in a significant hazard to the public or environment. **(Less than Significant Impact)**

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

Asbestos, Lead-Based Paint, and Polychlorinated Biphenyls

As discussed in Section 4.9.1.2 Existing Conditions, there are 72 ACMs; 39 LBPs, coatings, and/or glazing materials; and 42 ballasts containing PCBs associated with the buildings on the project site. Demolition of the existing buildings on site could result in the release of hazardous materials to the environment if appropriate control measures are not implemented.

Impact HAZ-1: Demolition of existing buildings during project construction could result in the release of asbestos-containing materials (ACMs), lead-based paint (LBPs), and polychlorinated biphenyls (PCBs) which could pose a risk to construction workers and nearby sensitive receptors.

Mitigation Measures:

MM HAZ-1.1: To reduce the potential for construction worker and nearby sensitive receptor exposure to hazardous materials (ACMs, LBPs, and PCBs), the applicant shall implement the following measures prior to and during demolition and construction:

(A) Prior to issuance of a demolition permit, the applicant shall submit a PCB Screening Assessment Form to the Building Division. As required under the Toxic Substances Control Act (TSCA), all building materials containing PCBs at levels greater than 50 parts per million (ppm) shall be removed upon discovery. If on-site buildings do contain PCBs that exceed threshold limits, the applicant shall follow applicable federal and state laws, which includes reporting to the Environmental Protection Agency, Regional Water Quality Control Board, and Department of Toxic Substances Control, who may require additional sampling and abatement of PCBs. If demolition is likely to impact such materials, they must be properly characterized by an Environmental Professional (as defined in Title 40 of the California Code of Federal Regulations) and removed in accordance with TSCA regulations.

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

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

(D) If the presence of lead-based paint is found through surveys, prior to any demolition activities, the applicant shall remove all building materials containing lead-based paint in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR 1532.1, including employee training, employee air monitoring and dust control. The applicant shall dispose of

any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the waste being disposed.

(E) If previously unknown 'orphan' USTs or piping are encountered during construction excavation activities for the building footing, the applicant shall halt all work, notify the City's Building Division and CUPA, and obtain additional permits to remove the encountered tanks and/or piping. Removals and compliance sampling will be under the oversight of the CUPA. The removal of known or new USTs found during construction, along with any contaminated soil that is removed at that time will be reported to the CUPA in a UST removal report. Remediation Excavation of soil for the construction of the building footing will remove and properly dispose of contaminated soils that may be present beneath the site. If soil contamination at concentrations that exceed applicable ESLs is observed at the base of the construction related grading or utility trenching, additional localized excavation(s) may occur as a contingency. Oversight of remediation shall be provided by the San Mateo County Groundwater Protection Program GPP. Implementation of a Redevelopment Management Plan and Soil Management Plan will be provided in a Construction Completion Report submitted to the GPP.

The implementation of MM HAZ-1.1 would require the on-site screening for the presence of hazardous building materials including PCBs, LBP, and asbestos. If hazardous building materials are identified, the project would comply with city, regional, state, and federal laws that require the safe handling, removal, and disposal of hazardous building materials, prior to the start of building demolition activities. Additionally, the project would dispose of demolition and construction debris in accordance with a Construction and Demolition Recycling and Waste Reduction Plan, as required by Municipal Code Section 7.33. For these reasons, demolition of the existing buildings would not expose construction workers, nearby sensitive receptors, and the environment to ACMs, LBP, or PCBs.

Chlorinated Solvents and Petroleum Hydrocarbons

As discussed in Section 4.9.1.2 Existing Conditions, groundwater samples identified PCE and methyl chloride in groundwater samples at concentrations exceeding residential ESLs but not commercial ESLs. Similarly, soil gas samples detected PCE, benzene, and methyl chloride at concentrations exceeding residential ESLs but not commercial ESLs. The proposed project is a mixed-use retail and office project that would not introduce residential uses on-site. However, contaminated soil, groundwater, and soil vapor disturbed during construction-related ground-disturbing activities (i.e., demolition, excavation, and grading) of the project site could become airborne and adversely affect construction workers and nearby sensitive receptors, if appropriate control measures are not implemented.

Impact HAZ-2: Construction of the project could result in exposure of construction workers, adjacent uses, and the environment to groundwater and soil contamination from petroleum hydrocarbons and chlorinated solvents.

Mitigation Measures:

MM HAZ-2.1: Based on the history of the project site, areas of impacted soil, soil vapor, and/or groundwater may be encountered during construction activities. Prior to issuance of any grading permit or building permit (whichever is required first) involving conducting earthwork activities at the project site (whichever occurs first), a Site Management Plan (SMP) and Health and Safety Plan (HSP) shall be prepared. The purpose of these documents will be to establish appropriate management practices for encountering and/or handling impacted soil, soil vapor and groundwater that may be encountered during construction activities. The SMP and HSP shall be designed to protect human health of construction workers, the public and the environment during site preparation, grading, and excavation activities by including protocols, measures, and techniques for the proper handling, management, and disposition of affected soil, soil vapor, and groundwater found on the site during such activities. The SMP and HSP shall be prepared by a commercial environmental engineering firm with demonstrated expertise and experience in the preparation of SMPs and HSPs and shall be stamped by an appropriately licensed professional. The SMP and HSP shall be submitted to the City Community Development Department Director or his/her designee prior to issuance of any grading or building permit. The SMP and HSP shall be implemented by the applicant throughout all ground-disturbing work.

Based on the above analysis, with implementation of MM HAZ-1.1 and MM HAZ-2.1, the proposed project would not 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. **(Less than Significant Impact with Mitigation Incorporated)**

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

There are no existing schools within one quarter mile of the project site or the proposed construction haul routes along 1st Avenue, Delaware Street, 2nd Avenue, Fremont Street, and 4th Avenue to US 101. The nearest school to the project site is Sanbridge Academy located approximately 0.8 mile to the west. Therefore, the project would not emit hazardous emissions or handle hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. **(Less than Significant Impact)**

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

As discussed in Section 4.9.2.1 Existing Conditions, the project site is not listed on the Cortese List. Thus, the project would not create a significant hazard to the public or environment, as described in Government Code Section 65962.5. **(No Impact)**

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

As discussed in Section 4.9.1.2 Existing Conditions, the project site is located approximately 3.5 miles southeast of the San Francisco International Airport and six miles northwest of the San Carlos Airport, and is not located within their safety compatibility zones and CNEL noise contours. The mixed-use building would be 54 feet in height and would not conflict with FAA structural height limitation of 200 feet above ground surface to reduce aviation hazards for San Francisco Airport. Therefore, future development of the site would not result in a safety hazard for people related to airport activities. **(Less than Significant Impact)**

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

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

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

As discussed in Section 4.9.1.2 Existing Conditions, the project site is not within an area designated as a wildland fire hazard zone. In addition, the project would be in compliance with applicable building and fire codes adopted by San Mateo. For these reasons, the project would not expose people or structures, either directly or indirectly, to an increased significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

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

National Flood Insurance Program

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

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San

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

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in 2015 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[63] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if they do not meet the minimized size threshold, drain into tidally influenced areas or directly into the Bay, or drain into hardened channels, or if they are infill projects in subwatersheds or catchment areas that are greater than or equal to 65 percent impervious.

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.[64] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during

[63] MRP Number CAS612008

[64] San Francisco Bay Regional Water Quality Control Board. *Municipal Regional Stormwater Permit, Provision C.12.* November 19, 2015.

demolition. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.[65]

Construction Dewatering Waste Discharge Requirements

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

San Mateo Countywide Water Pollution Prevention Program

The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) was established in 1990 to reduce the pollution carried by stormwater into local creeks, San Francisco Bay, and the Pacific Ocean. The program is a partnership of the City/County Association of Governments (C/CAG), each incorporated city and town in the county, and the County of San Mateo, which share a common National Pollutant Discharge Elimination System permit. The SMCWPPP includes pollution reduction activities for construction sites, illegal discharges and illicit connections, new development, and municipal operations. The program also includes a target pollutant reduction strategy and monitoring program.

Local

City of San Mateo 2030 General Plan

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

Policy	Description
S 2.5	Implement the improvements identified in the City of San Mateo's seven watershed areas to improve and maintain drainage capacity adequate to convey water during a typical storm event. Include consideration of creek maintenance and an education and/or enforcement program to minimize illegal dumping of debris and chemicals.
LU 4.4.5	Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination (NPDES) permit. Prevent water pollution from point and non-point sources. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development. Encourage the use of drought-tolerant and native vegetation in landscaping.

[65] City of San Mateo. "Demolition Requirements". Accessed June 14, 2023. https://www.cityofsanmateo.org/160/Demolition-Requirements.

San Mateo Municipal Code Chapter 7.39 Stormwater Management and Discharge Control

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

City of San Mateo Green Infrastructure Plan

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

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

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

The project site is fully developed with two commercial buildings, a surface parking lot, and three street trees. As it exists, the entire site is impervious.

Stormwater from the site is collected in a system of on-site storm drain facilities (inlets, underground pipes) and conveyed to the City's existing storm drain system. Storm drain inlets and underground pipes are located in 1st Avenue. Stormwater continues to an outfall at San Mateo Creek that directly drains into the San Francisco Bay.

Surface Water Quality

The nearest waterways in proximity to the project site include San Mateo Creek (located approximately 350 feet north of the site), whose watershed encompasses the project site and flows from the western hills to the San Francisco Bay; and the 16th Avenue Channel (located approximately one mile southeast of the site), which drains from the neighborhoods west of the UPRR railway into the Marina Lagoon watershed, where collected stormwater is then pumped into the San Francisco Bay. Lower San Mateo Creek is currently listed on the 303(d) list of impaired waterways due to sediment toxicity from unknown sources.[66]

[66] California State Water Quality Control Board. Impaired Water Bodies - 2010 Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report). Accessed June 23, 2023. https://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml

In its existing condition, the project site contains two commercial buildings and no on-site parking. The existing buildings do not contribute to poor surface water quality as they are restaurant uses that do not use contaminants that would be carried by stormwater.

Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin, San Mateo Plain Subbasin. The regional topographic gradient is generally north northeast towards the San Francisco Bay, however, the direction in groundwater flow patterns may vary due to geologic conditions. Groundwater may be encountered within 10 to 24 feet bgs in the vicinity of the project site but is not a known source of drinking water.[67,68] Groundwater levels can fluctuate temporally due to a variety of factors, including seasonal variations in precipitation and temperature, and rates of groundwater extraction in the surrounding area.

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

Flooding

The site is not located within a 100-year flood hazard zone. According to the FIRM prepared by the FEMA for the project area, the site is located within Zone X (Area of Minimal Flood Hazard).[69] Areas within Flood Zone X have a 0.2 percent annual chance of flooding, with average depths of less than one foot or with drainage areas less than one square mile.

Seiche, Tsunami, and Mudflows

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

A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. Tsunamis affecting the Bay Area can result from off-shore earthquakes within the Bay Area. The project site is approximately one mile southwest from the shoreline of the San Francisco Bay Area and is not located in a Tsunami Hazard Area.[70]

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[67] Geosyntec Consultants. *31-57 South B Street and 349 1st Avenue Phase I Environmental Site Assessment*. June 20, 2019. Page 7.
[68] Cornerstone. *31-57 South B Street Mixed-Use Building Design-Level Geotechnical Investigation.* March 31, 2022. Page 5.
[69] Federal Emergency Management Agency. *Flood Insurance Rate Map*, *Community Panel No. 06081C0154G*. Map. Effective Date: April 5, 2019.
[70] California Department of Conservation. "San Mateo County Tsunami Hazard Area". June 15, 2023. https://www.conservation.ca.gov/cgs/tsunami/maps/san-mateo.

A mudflow is a large rapid (up to approximately 50 miles per hour) mass of mud formed by loose earth and water. Hillsides and slopes of unconsolidated material could be at risk to mudflows if these areas become saturated. The project site is not within a Landslide Zone per the Earthquake Zones of Require Investigation (EZRI) maps prepared by CGS.[71]

4.10.2 Impact Discussion

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

[71] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed June 15, 2023. https://maps.conservation.ca.gov/cgs/EQZApp/app/.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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

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

Construction Impacts

Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in adjacent waterways and groundwater. When disturbance to the soil occurs, sediments may be dislodged and discharged into the storm drainage system after surface runoff flows across the site. The depth of the project's footing (a maximum of seven feet) would not extend to the existing groundwater level of 10 to 24 feet.

Implementation of the project would result in the disturbance of almost the entire site, which is 0.32 acre. Thus, the project will disturb less than one acre and will not be required to comply with the State of California Construction General Permit. However, the following measures, based on RWQCB requirements and City of San Mateo standard conditions of approval, shall be implemented by the project in order to reduce potential construction-related water quality impacts.

Condition of Approval HYD-1:

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

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

(B) Use effective, site-specific erosion and sediment control methods during the construction periods. Provide temporary cover of all disturbed surfaces to help control erosion during

construction. Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.

(C) Protect existing storm drain inlets directly downstream from the subject site from sedimentation with filter fabric fences gravel bags block and gravel filters.

(D) Cover and stabilize stockpiled soil and materials with tarps, geotextile fabric, hydroseeding and/or erosion control blankets

(E) Install berms or silt fencing around stockpiled materials to prevent stormwater runoff from transporting sediment off-site.

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

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

Condition of Approval HYD-2:

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

Condition of Approval HYD-3:

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

As discussed in Section 4.10.1.2, elevated concentrations of PCE and PHC were not detected in the groundwater beneath the project site for commercial ESLs. Groundwater in the area ranges between 10 to 24 feet bgs with an estimated northeast flow direction towards the San Francisco Bay. Excavation required to construct the building footing would extend to a maximum depth of seven bgs. The project is not anticipated to encounter groundwater during construction, nor require dewatering and the discharge of water to the sanitary sewer.

Construction of the proposed project, with implementation of the City's standard conditions of approval, General Plan policies, and Municipal Code regulationsm, would not result in significant construction-related water quality impacts. **(Less than Significant Impact)**

Post-Construction Impacts

Stormwater Pollution

The project proposes to demolish the existing commercial buildings. As it exists, 100 percent (16,413 square feet) of the project site is impervious. Upon project completion, the project site would be developed with 15,797 square feet of impervious surface (96 percent) and 616 square feet of pervious surfaces (four percent). In addition, the project would include 427 square feet of pervious treatment area. As such, impervious surface on site would decrease from 100 to 96 percent as a result of the project. Since the project would result in less impervious surface on the sites, the project would result in a corresponding reduction in the amount of surface runoff compared to existing conditions.

As proposed, the project would replace and create more than 10,000 square feet of impervious surfaces and would therefore be required to incorporate site design measures and implement pollutant source control measures and stormwater treatment controls to reduce pollutant loads and runoff volumes and velocities in post-construction stormwater runoff, in accordance with Provision C.3 of the MRP.

The MRP requires regulated projects to incorporate Low Impact Development (LID) practices, which are intended to reduce runoff and mimic a site's predevelopment hydrology by minimizing

disturbed areas and impervious cover and then infiltrating, storing, detaining, evapotranspiring, and/or biotreating stormwater runoff close to its source. LID employs principles such as preserving and recreating natural landscape features and minimizing imperviousness to create functional and appealing site drainage that treats stormwater as a resource, rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention units, bioswales, and planter/tree boxes. The MRP also requires that stormwater treatment measures be properly sized, installed, operated and maintained. The proposed on-site LID-based treatment controls consist of flow-through planters, interceptor trees, and a media filter.[72,73]

In addition to conformance with the Provision C.3 requirements, the project would be subject to the following conditions of approval, which are based on RWQCB requirements and City of San Mateo standard conditions of approval and are included in the project. Because the project site is located in an exempted area, the project is not subject to hydromodification management (HM) requirements, per Provision C.3.g of the MRP.[74]

Condition of Approval HYD-4:

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

    - Owner/occupant shall inspect private stormwater treatment devices and GI features in the public right-of-way at least two (2) times per year and sweep parking lots immediately prior to and once during the storm season.
    - The applicant shall pay a Pollution Prevention Inspection fee on a yearly basis for cost associated with, but not limited to, City inspection of the private stormwater treatment facilities, emergency maintenance needed to protect public health or watercourses, and facility replacement or repair in the event that the treatment facility is no longer able to meet performance standards or has deteriorated. The fee shall be based upon the Comprehensive Fee Schedule, established by the City Council, in effect at the time.
    - Label new and redeveloped storm drain inlets with the phrase "No Dumping – Drains to Bay" plaques to alert the public to the destination of storm water and to

[72] Interceptor trees are located within approximately 25 feet of impervious areas and intercept rainwater on their leaves and branches, allowing rain water to evaporate or run down the branches, allowing rain water to evaporate or run down the branches and trunk of the tree where it infiltrates into the soil.
[73] A media filter is stormwater treatment catch basin which utilizes a cartridge-based filtration system designed to capture and retain pollutants such as sediment, trash, vegetation, nutrients, coliform bacteria, oil/grease and dissolved metals entering storm drain inlets.
[74] San Mateo Countywide Water Pollution Prevention Program. Regulated Projects Guide. January 2020. https://www.flowstobay.org/wp-content/uploads/2020/03/SMCWPPP-C.3-Regulated-Project-Guide-High-Res_021220_0.pdf.

prevent direct discharge of pollutants into the storm drain. Template ordering information is available from the Department of Public Works.

- All process equipment, oils fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times. The applicant shall execute a maintenance agreement with the City's Director of Public Works or designee as specified in San Mateo Municipal Code Chapter 7.39 of the Stormwater Management and Discharge Control ordinance and the San Mateo Countywide Water Pollution Prevention Program C.3 Program Technical Guidance. The agreement shall outline the continuous operation and maintenance (O&M) plan for the permanent storm water treatment facilities including irrigation and landscape maintenance of Green Infrastructure elements constructed in the public right-of-way and shall be recorded with the County Recorder's Office. This agreement shall be executed prior to the first occupancy of the building.

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

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

The proposed project would not establish new groundwater sources or result in a substantial depletion of aquifers relied upon for local water supplies (Refer to Section 4.19 Utilities and Service Systems) in that local water supplies are reliant on surface water deliveries from SFPUC, and the project would not rely on groundwater being pumped from beneath the site. A portion of the treated stormwater shall infiltrate the soil column and replenish the groundwater as intended using LID stormwater treatment methods. Accordingly, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge with mitigation incorporated. **(Less than Significant Impact)**

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

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

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

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

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

The project site is located in the San Mateo Plain subbasin of the Santa Clara Valley groundwater basin. The San Mateo Plain subbasin has not been identified as medium- or high-priority

groundwater basin by the California Department of Water Resources; therefore, a Groundwater Sustainability Plan does not need to be prepared for the subbasin per the requirements of the Sustainable Groundwater Management Act.[75] Thus, the proposed project would not conflict with a sustainable groundwater management plan. As noted above, the project would not require groundwater to be pumped from the site, and the site is nearly entirely impervious under existing conditions and does not contribute substantially to groundwater recharge.

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

[75] California Department of Water Resources. "Basin Prioritization". https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization. Accessed August 18, 2023.

4.11 Land Use and Planning

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

City of San Mateo 2030 General Plan

The City of San Mateo 2030 General Plan was adopted in 2010, and serves as the guiding document for development, current or planned, within the limits of the city. The General Plan contains the seven elements required by state law, including land use, circulation, housing, public safety, natural resources conservation, open space, and noise. An Urban Design element has also been included in the General Plan, focusing on preserving the city image conveyed by focal points, corridors, and gateways, and discussing the design of future residential and commercial areas. The 2030 General Plan reflects the community's long-term vision and provides the framework for land use decisions on a broad scale. The City of San Mateo has established eight major policy strategies in the 2030 General Plan:

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

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

Policy	Description
LU 1.1	Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.
LU 1.4	Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as

Policy	Description
	affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.
LU 1.5	Maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.
LU 1.6	Facilitate housing production by carrying out the goals and policies in the Housing Element.
LU 1.14	To ensure a balanced mix of land use categories and to minimize nuisance impacts between conflicting uses a special use permit shall be required for residential uses in areas designated as neighborhood commercial, regional community commercial, and executive office on the Land Use Plan. However, mixed use land designations are exempt from this requirement, as is development on the Hillsdale Shopping Center Property subject to the Q5 Qualified Overlay District, so long as such development is consistent with a Master Development Plan prepared consistent with the policies of this General Plan.
LU 1.20	As a high priority support code enforcement to ensure that all uses are in compliance with City codes and conditions of development approval.
LU 4.2	Require new development to pay on an equitable basis for new or expanded public improvements needed to support the new or changed land use or development.
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element.
LU 6A.1	The City shall not approve any specific plan, rezoning, permit, subdivision, variance, or other land use permit which is not consistent with and does not implement the General Plan. Specific Plan and zoning ordinances were amended so as to conform to the General Plan by the end of 1992.
LU 6A.2	Maintain Building Height and Building Intensity maps/plans which delineate development intensity in the form of building heights and FARs in a manner which implements the height, intensity, density and design standards in the General Plan, consistent with the Building Heights and Intensities maps/plans as amended by initiative in November 1991 and November 2004.

City of San Mateo Zoning Ordinance

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

Downtown Area Plan

The Downtown Area Plan provides a framework to examine the future direction and decision making for the City's downtown. The policies in this document provide overall direction and are used to evaluate private development projects and to guide the City's actions regarding public

improvements and public owned land in the Downtown. Policies in the Downtown Area Plan that are relevant to the proposed project are included below.

Policy	Description
I.3	Establish the 3rd & 4th Avenue corridors as a main entry and connection to the Downtown core areas and utilize the natural landscaping of San Mateo Creek and Central Park to define the boundaries of the downtown. Create major entry features to the City at: (1) 3rd/4th Avenues from El Camino, (2) from the north and south of B Street to the retail core, and (3) from east of the railroad tracks.
II.5	Provide adequate commercial uses to both support traditional downtown (CBD) uses as well as serve adjacent residential neighborhoods.
II.8	Encourage the establishment of offices within the Downtown Retail Core and surrounding commercially designated areas.
II.10	Facilitate housing production by allowing multi-family dwellings as part of mixed use developments in all downtown commercial and office land use categories, except areas designated service commercial and parks/open space in the General Plan.
III.9	Continue to implement the Gateway Design Standards.
V.1	Enhance Downtown Parking Supply. The following should be examined for feasibility: Public parking at 5th and Railroad Avenues in combination with redevelopment of the site at 4th, 5th and Railroad (former Kinko's site). Additional parking in the vicinity of 5th Avenue and San Mateo Drive in the event that the existing Central Park Tennis Court Garage is demolished. This additional parking should, at a minimum, be sufficient to replace the eliminated spaces. Public parking at the City-owned site bounded by 5th Avenue, the railroad, and South Claremont.
V.8	On a case-by-case basis, consider parking reductions for projects with 0.5 mile of the Downtown Transit Center.
VI.4	Plan for railroad corridor widening through the downtown and limit redevelopment of sites with access only to Railroad Avenue.
VIII.2	Require participation in TDM measures, such as car/van pooling, car sharing, staggered work hours and transit use, as a condition of approval for projects anticipated to generate significant parking and traffic impacts.
VIII.4	Implement Downtown Area Plan policies calling for use of TDM measures, establishment of a Transportation Management Association (TMA), and other measures to reduce vehicle trips and encourage transit use and promote bicycle and pedestrian accessibility.

4.11.1.2 *Existing Conditions*

The project is proposed to occur on an approximately 0.32-acre parcel located in the northeast Downtown Area Plan of San Mateo. The project site is occupied by two commercial buildings, an adjoining parking lot, and three street trees. As shown on Figure 3.1-3, the project site is surrounded by a mix of residential, food service, commercial, and office uses, and is adjacent to the Downtown San Mateo Caltrain Station and the Downtown Historic District including multiple National Register-eligible buildings.

The project site's General Plan land use designation is Downtown Retail Core, which is intended to provide a range of retail, service, office, and residential uses. High-density office and high-density

residential uses are encouraged above the first floor in the downtown area. This land use designation permits high-density multi-family residential buildings with densities ranging from 36 to 50 units per acre and a maximum building height of 55 feet (up to 3.0 FAR).[76]

The project site is zoned CBD/S, Central Business District Support. The purpose of the CBD/S district is to encourage commercial uses that support downtown uses and serves adjacent single-family residential neighborhoods. Regional and community commercial uses are unconditionally permitted in CBD/S district. Residential uses are conditionally permitted within this zoning district when they are multiple-family dwellings that are part of a mixed-use development.

4.11.2 Impact Discussion

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

a) Would the project physically divide an established community?

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

The proposed project would redevelop the project site by demolishing the existing commercial buildings and constructing a four-story retail/restaurant and office building. The project does not propose dividing infrastructure such as highways, freeways, or major arterials that could inhibit the access of residents to the surrounding areas. The project would not physically divide an established community within the City because it would not interfere with or modify the movement of residents throughout nearby neighborhoods. **(Less than Significant Impact)**

[76] Buildings with heights greater than 55 feet may be constructed if the project meets the requirements of the California State Density Bonus Law (refer to the discussion under Section 3.1.1.2).

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

Land Use Incompatibility

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

Demolition and construction activities under the proposed project could temporarily impact nearby uses (refer to Section 4.9 Hazards and Hazardous Materials and Section 4.13 Noise). The project would include measures that would reduce potential impacts from these activities to a less than significant level. After construction activities cease, the proposed project would be compatible with the nearby residential and employment-generating uses, and as documented throughout this Initial Study, would not result in significant environmental impacts due to operational activities.

If constructed, the proposed commercial uses would be compatible with the surrounding employment-generating, commercial, and residential uses. As documented immediately below, the proposed uses are allowed under the site's General Plan land use designation and zoning district. Therefore, would not result in a significant land use impact due to incompatibility with surrounding land uses. **(Less than Significant Impact)**

Consistency with Plans, Policies, and Regulations

City of San Mateo

Local land use and planning policies and regulations adopted for the purpose of avoiding or mitigating adverse environmental effects are contained in the City's General Plan. High-density office uses are permitted on sites with a Downtown Retail Core land use designation, and CBD zoning districts conditionally permit mixed-use office and retail developments. As such, the proposed four-story mixed-use office and retail development would be consistent with the planned use of the site in the General Plan. The site's General Plan land use designation of Downtown Retail Core allows a maximum height of 55 feet. The proposed building would be approximately 41,190 square feet in size (equivalent to a FAR of 2.97) and 54 feet in height, when measured to the plate line. The project would include 5,302 square feet of retail/restaurant space on the ground floor and 35,888 square feet of office space on floors one through four. The project's consistency with General Plan policies, Municipal Code requirements, and other City policies as they pertain to specific environmental impacts associated with a development of the proposed size and use have been evaluated throughout this Initial Study and found to be less than significant with mitigation incorporated.

Further, the proposed project would reinforce the goals and policies set forth in the Downtown Area Plan by preparing a TDM plan to reduce vehicle trips.

Regional Plans, Policies, and Regulations

Consistency with regional plans adopted to reduce specific environmental impacts, such as the BAAQMD 2017 CAP and the City of San Mateo 2020 CAP, is discussed in the corresponding sections of this Initial Study (e.g., Section 4.3 Air Quality and Section 4.8 Greenhouse Gases, respectively). The project's proposed height (54 feet at plate line) is below the FAA structural height limit (200 feet) and would not interfere with aviation travel. Furthermore, the project site is not subject to any adopted habitat conservation plans or natural community conservation plans.[77]

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

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

4.12 Mineral Resources

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

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

4.12.1.2 *Existing Conditions*

The project site is located in a developed urban area of the City of San Mateo. Mineral resources within San Mateo County are located in the coastal areas, mountains, and baylands. There are no known mineral resources on or in the vicinity of the project site.[78]

4.12.2 Impact Discussion

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

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

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

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

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

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

4.13 Noise and Vibration

The following discussion is based, in part, on a Noise and Vibration Assessment prepared by Illingworth & Rodkin, Inc. A copy of the report, dated May 2024, is attached to this Initial Study as Appendix I.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

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

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[79] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

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

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

4.13.1.2 *Regulatory Framework*

State

California Department of Transportation

The California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for new residential and modern commercial/industrial structures, which typically consist of buildings constructed since the 1990s. For most residential structures built between the 1940s to the 1990s a vibration limit of 0.3 in/sec PPV is used. For historical buildings or some older buildings at increased risk of damage from vibration (also referred to as "structurally sensitive buildings"), a vibration limit of 0.25 in/sec PPV would apply.

California Building Standards Code

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

California Green Building Standards Code

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

Local

City of San Mateo 2030 General Plan

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

Policy	Description
N 1.1	Require submittal of an acoustical analysis and interior noise insulation for all "noise sensitive" land uses listed in Table N-1 (Table 4.13-2) that have an exterior noise level of 60 dB (L_{dn}) or above, as shown on Figure N-1. The maximum interior noise level shall not exceed 45 dB (L_{dn}) in any habitable rooms.

Policy	Description
N 1.2	Require an acoustical analysis for new parks, play areas and multi-family common open space (intended for the use of the enjoyment of residents) that have an exterior noise level of 60 dB (L_{dn}) or above. Require an acoustical analysis that uses peak hour L_{eq} for new parks and play areas. Require a feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB (L_{dn}) for residential uses and should not exceed 65 dB (L_{eq}) during the noisiest hour for public park uses.
N 2.1	Continue implementation and enforcement of City's existing noise control ordinance: (a) which prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and (b) restricts the hours of construction to minimize noise impact.
N 2.2	Protect all "noise-sensitive" land uses listed in Table N-1 and N-2 (Table 4.13-2 and 4.13-3 below) of the General Plan from adverse impacts caused by noise generated onsite by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (L_{dn}) or greater at the common property line, excluding existing ambient noise levels. "Noise-sensitive" land uses, such as residential neighborhoods, hotels, hospitals, schools, and outdoor recreation areas must be protected from new development that causes discernable increases in noise levels as a result of on-site activities. Noise generators such as machinery or parking lots must be mitigated through physical measures or operational limits.
N 2.3	Protect land uses other than those listed as "noise sensitive" in Table N-1 from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses that generate noise levels of 65 dB (L_{dn}) or above at the property line, excluding existing ambient noise levels. Commercial and industrial areas typically tolerate higher noise levels than residential neighborhoods. However, some control is necessary for new development within non-residential areas so that exceptionally noisy uses are restricted.
N 2.4	Recognize projected increases in ambient noise levels resulting from traffic increases, as shown on Figure N-2. Promote the installation of noise barriers along highways where "noise-sensitive" land uses listed in Table N-1 are adversely impacted by unacceptable noise levels [60 dB (Ldn) or above]. Require adequate noise mitigation to be incorporated into the widening of SR 92 and US 101. Accept noise increases on El Camino Real at existing development, and require new multi-family development to provide common open space having a maximum exterior noise level of 67 dB (Ldn).

Table N-1 in the San Mateo General Plan identifies normally acceptable, conditionally acceptable, and normally unacceptable noise level standards by land use. Table N-2 in the San Mateo General Plan identifies the normally acceptable and normally unacceptable noise level standards for open space areas (i.e., parks, playgrounds). These standards are shown below in Table 4.13-1.

Table 4.13-1: Noise Sensitive Land-Use Compatibility Guidelines for Community Noise Environments (L_{dn})[1]

Land Use Category	Normally Acceptable[2]	Conditionally Acceptable[3]	Normally Unacceptable[4]
Single-Family Residential	50 to 59	60 to 70	Greater than 70
Multi-Family Residential	50 to 59	60 to 70	Greater than 70
Hotels, Motels, and Other Lodging Houses	50 to 59	60 to 70	Greater than 70
Long-Term Care Facilities	50 to 59	60 to 70	Greater than 70
Hospitals	50 to 59	60 to 70	Greater than 70
Schools	50 to 59	60 to 70	Greater than 70
Multi-Family Common Open Space Intended for the Use and Enjoyment of Residents	50 to 67	--	Greater than 67
Parks, Playgrounds	50 to 65	--	Greater than 65*

[1] These guidelines are derived from the California Department of Health Services, Guidelines for the Preparation and Content of the Noise Element of the General Plan, 2003. The State Guidelines have been modified to reflect San Mateo's preference for distinct noise compatibility categories and to better reflect local land-use and noise conditions. It is intended that these guidelines be utilized to evaluate the suitability of land-use changes only and not to determine cumulative noise impacts. Land uses other than those classified as being "noise sensitive" are exempt from these compatibility guidelines.

[2] Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

[3] Conditionally Acceptable – New construction should be undertaken only after a detailed analysis of the noise reduction requirement is conducted and needed noise insulation features included in the design.

[4] Normally Unacceptable – New construction should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

*Average Sound Level (L_{eq}) for peak hour.

City of San Mateo Municipal Code

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

1. The noise level standard for that property as specified in Table 7.30.040 (Table 4.13-2 below) for a cumulative period of more than 30 minutes in any hour;
2. The noise level standard plus five dB for a cumulative period of more than 15 minutes in any hour;

3. The noise level standard plus 10 dB for a cumulative period of more than five minutes in any hour;
4. The noise level standard plus 15 dB for a cumulative period of more than one minute in any hour;
5. The noise level standard or the maximum measured ambient level, plus 20 dB for any period of time.

Table 4.13-2: Construction Noise Level Standards[1]

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

Notes:

[1] Pursuant to Municipal Code Section 7.30.040

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

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

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

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

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

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

4.13.1.3 *Existing Conditions*

The nearest noise-sensitive receptor is the commercial use located approximately 65 feet north of the project site. The existing noise environment at the project site results primarily from local vehicular traffic along South B Street and 1st Avenue and train pass-bys along the nearby Caltrain tracks. Aircraft associated with the San Francisco International Airport (located 3.5 miles northwest) also contribute to the existing noise environment. A noise monitoring survey, which included two long-term (LT-1 and LT-2) and two short-term (ST-1 and ST-2) noise measurements, was performed at the site between Tuesday, August 22, 2023 and Friday, August 25, 2023. All measurement locations are shown on Figure 4.13-1.

Based on these noise measurements, ambient noise levels at the project site range from 65 to 71 dBA L_{eq} during the day (7:00 a.m. to 10:00 p.m.) and from 45 to 68 dBA L_{eq} at night (10:00 p.m. to 7:00 a.m.). Particularly noisy vehicles and train horns produce greater noise levels than the average ambient noise levels experienced at the project site. Typical traffic noise ranged from 55 to 69 dBA. A train idling at the station generated noise levels of 60 to 72 dBA, and a train passing by ranged from 55 to 87 dBA.

NOISE MEASUREMENT LOCATIONS | FIGURE 4.13-1

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

4.13.2.1 *Thresholds of Significance*

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

- Construction Noise – Pursuant to Municipal Code Section 7.30.060, construction activities that would occur outside the permitted hours of construction (Weekdays between 7:00 a.m. and 7:00 p.m., Saturdays between 9:00 a.m. and 5:00 p.m., and Sundays and holidays between 12:00 p.m. and 4:00 p.m.) or would generate noise exceeding 90 dBA at a distance of 25 feet or beyond the property plane would have a significant construction-related noise impact.
- Operational Noise – Pursuant to General Plan Policy N2.2, a significant operational-related noise impact would occur if a project would result in a permanent noise increase of three dBA L_{dn} or greater. Policy N2.3 limits new commercial developments from generating noise levels of 65 dBA L_{dn} or greater at the property line. Additionally, operational noise is limited to the levels identified in Table 4.13-1 as adjusted for ambient conditions. Since daytime and nighttime ambient noise levels, as noted in Section 4.13.1.2 Existing Conditions,

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

- Construction Vibration: The project would be considered to have a significant construction-related vibration impact if vibration generated during construction exceeds 0.3 in/sec PPV at buildings of normal conventional construction or 0.08 in/sec PPV for historical buildings or structurally weakened buildings, which is the level at which vibration could cause cosmetic damage.
- Excessive Noise Level Exposure: The project would have a significant noise impact related to airport operations if construction workers and future residents would be exposed to noise levels in excess of the standards identified in Table 4.13-1.

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction Noise

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

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

Project construction is anticipated to occur over a period of approximately 15 months. Consistent with Section 7.30.060 of the City's Municipal Code, construction hours would be limited to 7:00 a.m. to 7:00 p.m. on weekdays, 9:00 a.m. to 5:00 p.m. on Saturdays, and 12:00 p.m. to 4:00 p.m. on Sundays and holidays. Construction phases of the proposed project would include demolition, site preparation, grading/excavation, trenching, building construction, and paving. Equipment used during construction activities is expected to include excavators, concrete and industrial saws, tractors, loaders, backhoes, graders, dozers, cranes, forklifts, shoring drill rigs, welders, air compressors, aerial lifts, cement and mortar mixers, pavers and paving equipment, and vibratory rollers. No pile driving is proposed.

The Federal Highway Administration's Roadway Construction Noise Model was used to calculate the hourly average noise levels for each stage of construction, assuming every piece of equipment would operate simultaneously, which would represent the worst-case scenario. The Federal

Highway Administration's Roadway Construction Noise Model was used to calculate the hourly average noise levels for each stage of construction, assuming every piece of equipment would operate simultaneously, which would represent the worst-case scenario. Table 4.13-3 below shows the calculated construction noise levels at the surrounding land uses. Additional information on the methodology and assumptions used to estimate the project's construction noise levels is available in Appendix I.

Table 4.13-3: Calculated Construction Noise Levels at Surrounding Land Uses

Phase of Construction	Calculated Hourly Average Noise Levels, L_{eq} (dBA)				
	North Commercial (65 feet)	East Caltrain Station (125 feet)	South Commercial (130 feet)	West Restaurants (125 feet)	Future Northwest Residences and Offices (205 feet)
Demolition	80	74	74	74	70
Site Preparation	78	72	72	72	68
Grading	79	74	73	74	69
Trenching	78	72	72	72	68
Building – Exterior	74	69	68	69	64
Building – Interior/ Architectural Coating	72	67	66	67	62
Paving	83	77	77	77	73

Source: Illingworth & Rodkin, Inc. *31-57 South B Street Project Noise and Vibration Assessment.* May 9, 2024.

As shown in Table 4.13-3, construction noise levels would intermittently range from 81 to 91 dBA Leq when activities occur approximately 25 feet from the construction site and would typically range from 62 to 83 dBA Leq when focused near the center of the site. Individual pieces of equipment could exceed the City's 90 dBA noise limit at a distance of 25 feet. Further, when equipment is used within 25 feet of the project's boundaries, 90 dBA could be exceeded outside the property plane.

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

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

Mitigation Measures:

MM NOI-1.1: Prior to the issuance of a grading, demolition, or building permit (whichever occurs first), the applicant shall submit a Construction Management Plan to the Planning and Building Division, subject to review and the satisfaction of the Community Development Director or his/her designee. The

Construction Management Plan shall be incorporated into the demolition and building permit plans as conditions and be implemented throughout the project. The Construction Management plan shall incorporate the following measures to reduce noise impacts from construction activities:

- The Construction Management Plan shall identify the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses such as noticing so that construction activities can be scheduled to minimize noise disturbance.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Quieter saws, cement mixers, cranes, dozers, excavators, graders, and pavers shall be selected. No individual device or piece of equipment shall produce a noise level exceeding 90 dBA at a distance of 25 feet from the source.
- All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines for longer than five consecutive minutes shall be strictly prohibited.
- Stationary noise-generating equipment shall be located as far as possible from sensitive receptors and property lines. If they must be located within 25 feet of receptors and property lines, adequate muffling (with barriers or enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent receptors to 90 dBA. All temporary barriers used shall be eight feet in height at minimum, continuous from grade to top, with no cracks or gaps, and have a minimum surface density of three pounds per square foot (e.g., one-inch-thick wood fence boards).
- Construction contractors and subcontractors shall utilize “quiet” air compressors and other stationary noise sources where technology exists.
- The applicant or their designated contractor shall designate a “disturbance coordinator” who would be responsible for responding to any complaints about construction noise and vibrations. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that measures be implemented to reduce the noise impact. The applicant or their designated contractor shall conspicuously post a telephone number for the disturbance coordinator

at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

Implementation of MM NOI-1.1 above would reduce construction noise levels coming from the site, limit construction hours, minimize disruption and annoyance, and ensure compliance with the City's Noise Ordinance and General Plan Policy N-2.2. Therefore, the proposed project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, and impacts would be less than significant.

Operational Noise

Pursuant to General Plan Policy N2.2, a significant impact would occur if a project would result in a permanent noise increase of three dBA L_{dn} or greater. Policy N2.3 limits new commercial developments from generating noise levels of 65 dBA L_{dn} or greater at the property line, excluding existing ambient noise levels. Additionally, operational noise is limited to the noise levels specified in Table 7.30.040 of the Municipal Code, adjusted for ambient conditions. Since the average hourly average noise levels measured in the project vicinity during daytime and nighttime hours exceed the Municipal Code thresholds, the measured average noise levels are used as the baseline threshold for activities occurring at limited amounts of time (five to 30 minutes in a given hour) to conservatively assess the significance of the project's operational noise.

Project Traffic

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

Mechanical Equipment

Indoor Equipment

The project would include an electrical room, water pump room, transformer room, and fire pump room on the ground-level of the proposed building along the eastern façade. All equipment located within the electrical room and water pump room would not generate noise levels audible outside the room.

The project would include a transformer up to 1,000 kilovolt amperes (kVA). Assuming the transformer runs continuously during daytime and nighttime hours, the hourly average noise level would be 64 dBA L_{eq}, and the day-night average noise level would be 70 dBA L_{dn}. With no windows

in the transformer room, the building would provide about 20 d_{BA} attenuation for surrounding receptors.

The fire pump room would contain a diesel-powered pump that would be used during emergencies and tested monthly for a period of one hour. During emergencies, noise generated by the pump would not be subject to the City's thresholds; however, monthly testing of the pump must meet the daytime thresholds for sources operating more than 30 minutes in a given hour. Typically, pumps would generate noise levels up to 102 dBA. The building wall assembly would provide a conservative 20 dBA attenuation. No backup emergency generator is included in the project.

Due to the location of the transformer and fire pump rooms, receptors to the west would be well shielded from ground-level mechanical equipment noise. Additionally, the existing 10-foot sound wall along the eastern boundary would remain under future project conditions. This wall would adequately shield the Downtown Caltrain Station from ground-level equipment noise.

Rooftop Equipment

Additional mechanical equipment would be located on the rooftop. The northeast corner of the rooftop would include air source heat pumps, heating hot water (HHW) pumps, variable refrigerant flow (VRF) condensing units, a restroom exhaust fan, and direct expansion air conditioning (DX) units, which would be surrounded by a 10-foot-tall mechanical screen. The southeastern corner of the rooftop would include solar panels, a grease exhaust fan, and a vapor exhaust fan, which would be surrounded by a six-foot-tall parapet.

Details pertaining to such equipment, such as the specific units selected, noise level information, number of units, etc., were unavailable at the time this analysis was completed, and would be developed prior to issuance of building permits. However, typical heat pumps, HHW, and VRF condensing units for office and commercial uses generate noise levels ranging from 56 to 66 dBA at a distance of 3 feet. DX units typically generate noise levels 66 to 76 dBA at a distance of 1 meter, and exhaust fans typically generate noise levels ranging from 53 to 68 dBA at a distance of 1 meter. Solar panels do not generate noise and would not contribute to the rooftop noise propagated to the surrounding receptors. Assuming up to three heat pumps, two VRF units, one HHW, up to three DX units, and one exhaust fan operates continuously at any given time throughout an hour, the total hourly average noise level generated by the equipment in the northeastern corner of the building would be 85 dBA L_{eq} at one meter.

Assuming two exhaust fans in the southeastern corner of the building, the worst-hour hourly average noise level would be 71 dBA L_{eq}. Assuming the worst-hour noise level cycling on and off continuously each hour over a 24-hour period, the day-night average noise level would be 91 and 77 dBA L_{dn} for the northeastern corner equipment and southeastern corner equipment, respectively.

The 10-foot mechanical screen and six-foot roof parapet would provide a minimum attenuation of 10 dBA when combined with the elevation of the rooftop. Thus, the rooftop equipment would not

exceed the ambient hourly average noise levels during daytime or nighttime hours at the nearest surrounding receptors or the day-night average noise level at the property line. For all existing receptors, the noise level increase due to rooftop equipment would not be measurable or detectable.

Truck Loading and Unloading

The project does not propose a new loading area but instead would utilize the existing loading area located across the street on both B Street and 1st Avenue. It is assumed that up to two deliveries associated with the office and commercial uses would occur daily. Trash pickup would occur along Transit Center Way. Since the existing uses at the site and surrounding land uses currently include deliveries, the project's anticipated two deliveries per week would not add a substantial amount of new truck trips to the existing ambient noise environment. Therefore, truck loading and unloading associated with the proposed project would not impact the existing receptors in the project vicinity.

Total Combined Project-Generated Noise

The operational noise levels produced by the proposed project combined (i.e., traffic, mechanical equipment, and truck loading and unloading activities) would result in an increase of less than one dBA L_{dn} at all existing noise-sensitive receptors surrounding the project site. Therefore, the proposed project would not result in a substantial increase over ambient noise levels in the project vicinity. Further, operational noise levels would not exceed the hourly average noise level thresholds, the thresholds for operations that occur more than five minutes in a given hour, or ambient levels at the property lines of the surrounding land uses.

Based on the above analysis, the project would result in less than significant impacts with implementation of mitigation measure MM NOI-1.1. **(Less than Significant Impact with Mitigation Incorporated)**

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

Construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used in the vicinity of nearby sensitive land uses. As discussed under checklist question a), construction activities would include demolition, site preparation work, foundation work, and new building framing and finishing. Impact pile driving (which generates substantial vibration) is not proposed as a method of construction.

The building to the west of the project site, opposite the B Street/Baldwin Avenue intersection, is new construction subject to the 0.5 in/sec PPV threshold. The Caltrain station to the east and commercial buildings to the north are structurally sound; however, the age of the buildings is unknown, so they are subject to the conservative 0.3 in/sec PPV threshold. The nearest structurally sensitive building (constructed c. 1908) would adjoin the project site to the north and would be five feet from the project site boundary and would be subject to the 0.25 in/sec PPV threshold used for

buildings not constructed according to modern codes that are more vulnerable to vibration.[80] Additionally, buildings located to the south across 1st Avenue and to the west across South B Street from the project site (approximately 65 and 60 feet from the project site boundaries, respectively) would also be considered structurally sensitive and be subject to the 0.25 in/sec PPV threshold. All other buildings surrounding the site, including the building adjoining the site to the north, would not be considered structurally sensitive and would be subject to the less stringent 0.5 in/sec PPV threshold used for modern construction.

Based on typical vibration levels generated by construction equipment, the vibration levels from project construction were estimated from the boundary of the project site, which would represent the nearest location for use of vibration generating equipment, at the nearest building facades (refer to Appendix I for more information on the methodology used to calculate vibration levels).

Table 4.13-4 below summarizes the distances at which the 0.25 in/sec PPV threshold would be met for structurally sensitive buildings and to the 0.3 in/sec or 0.5 in/sec (as applicable) PPV threshold for all other buildings.

[80] As discussed in Section 4.5 Cultural Resources, the adjacent building is not considered historically significant under CEQA, but was constructed in 1908 and structurally sensitive and susceptible to damage from lower vibration levels than conventional buildings for purposes of assessing the potential for vibration impacts during construction.

Table 4.13-4: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 ft. (in/sec)	Minimum Distance to Meet 0.25 in/sec PPV (feet)	Minimum Distance to Meet 0.3 in/sec PPV (feet)	Minimum Distance to Meet 0.5 in/sec PPV (feet)
Clam Shovel Drop	0.202	21	18	11
Hydromill (slurry wall) in soil	0.008	2	1	<1
Hydromill (slurry wall) in rock	0.017	3	2	2
Vibratory Roller	0.210	22	19	12
Hoe Ram	0.089	10	9	6
Large bulldozer	0.089	10	9	6
Caisson drilling	0.089	10	9	6
Loaded trucks	0.076	9	8	5
Jackhammer	0.035	5	4	3
Small bulldozer	0.003	1	<1	<1

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Office of Planning and Environment, U.S. Department of Transportation, September 2018, as modified by Illingworth & Rodkin, Inc. May 2024.

Table 4.13-5 below summarizes the vibration levels generated by construction equipment at the site propagated to the structures surrounding the project site.

Table 4.13-5: Estimated Vibration Levels Propagated to the Buildings Surrounding the Project Site

Equipment	Estimated Vibration Levels at Structures Surrounding the Project Site, in/sec PPV				
	North Commercial[a] (5 feet)	**East Caltrain Station[b] (75 feet)**	**Historical South Commercial[a] (65 feet)**	**Historical West Restaurants[a] (60 feet)**	**Future Residential & Offices[c] (125 feet)**
Clam shovel drop	**1.186**	0.060	0.071	0.077	0.034
Hydromill (slurry wall) in soil	0.047	0.002	0.003	0.003	0.001
Hydromill (slurry wall) in rock	**0.100**	0.005	0.006	0.006	0.003
Vibratory Roller	**1.233**	0.063	0.073	0.080	0.036
Hoe Ram	**0.523**	0.027	0.031	0.034	0.015
Large bulldozer	**0.523**	0.027	0.031	0.034	0.015
Caisson drilling	**0.523**	0.027	0.031	0.034	0.015
Loaded trucks	**0.446**	0.023	0.027	0.029	0.013
Jackhammer	**0.206**	0.010	0.012	0.013	0.006
Small bulldozer	0.018	0.001	0.001	0.001	0.001

Notes:

[a] The adjoining commercial building and historical buildings south of 1st Avenue and west of B Street would be subject to the 0.25 in/sec PPV threshold.

[b] The structurally sound buildings to the east and to the north, opposite Transit Center Way, would be subject to the 0.3 in/sec PPV threshold.

[c] The new construction to the west, opposite the Baldwin Avenue/B Street intersection, would be subject to the 0.5 in/sec PPV threshold.

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Office of Planning and Environment, U.S. Department of Transportation, September 2018, as modified by Illingworth & Rodkin, Inc., May 2024.

As shown in Table 4.13-5, construction of the project would not generate vibration levels exceeding 0.25 in/sec PPV at the structurally sensitive buildings located 60 and 65 feet from the project site, 0.3 in/sec PPV at the Caltrain Station located 75 feet from the project site, or 0.5 in/sec PPV at the conventional buildings located 125 feet from the project site. However, construction would generate vibration levels exceeding 0.25 in/sec PPV at the nearest structurally sensitive building located at 15 South B Street (located five feet from the project site).

Impact NOI-2: Construction of the proposed project would exceed 0.25 in/sec Peak Particle Velocity (PPV) at the adjacent structurally sensitive building (c. 1908).

Mitigation Measures:

MM NOI-2.1: The applicant and contractor shall implement a Construction Vibration Monitoring Plan to document conditions prior to, during, and after vibration generating demolition and construction activities. All monitoring plan tasks shall be undertaken under the direction of a licensed Professional Engineer in the State of California. Initial placement of sensors, data, and corrective actions shall be reviewed by a licensed Professional Structural Engineer in the State of California and shall demonstrate how vibration levels during demolition and construction will not exceed 0.25 in/sec PPV at the adjacent structurally sensitive building (c. 1908) directly north of the project site, subject to all standards and best management practice, in accordance with industry-accepted standard methods. The Construction Vibration Monitoring Plan shall be submitted to the Building and Planning Division subject to satisfaction of the Community Development Director, or his/her designee, prior to issuance of any demolition, grading or building permits, whichever occurs first, and shall incorporate the following measures:

- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (e.g., tracked vehicles, vibratory compaction, jackhammers, hoe rams, clam shovel drop, and vibratory roller, etc.) shall be submitted to the City by the contractor as well as a list of smaller equipment (less than 18,000 pounds) to be used near the north property lines.
- Smaller equipment (less than 18,000 pounds) shall be used near the property lines adjacent to the building to the north and structurally sensitive buildings to the west to minimize vibration levels. For example, a smaller vibratory roller similar to a Caterpillar model CP433E vibratory compactor could be used when compacting materials within 25 feet of the adjacent structurally sensitive building (c. 1908) to the north. The smaller equipment intended to implement this requirement shall be individually identified among the list of equipment required under the above condition as the subset of equipment allowed for use at the property lines.
- Avoid dropping heavy equipment and using vibratory rollers within 25 feet of sensitive structures to the north. Use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 25 feet of the adjacent north building and the structurally sensitive buildings to the west. Select demolition methods that do not involve large impact tools such as hoe-rams within 25 feet of the shared property line with structurally sensitive building to the north. Portable jackhammers, saws, or grinders shall be used to minimize impacts to the ground.

- Additionally, the construction vibration monitoring plan shall include, but not be limited to, the following measures to address any potential cosmetic damage:
    - A description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.
    - A list of all construction equipment to be used and the anticipated time of duration shall be submitted by the contractor.
    - Document conditions at all structures located within 25 feet of the construction site, where access is granted, prior to, during, and after vibration-generating construction activities. Perform a photo survey, elevation survey, and crack monitoring survey prior to any construction activity, after completion of demolition, after grading/excavation work, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls, and other structural elements in the interior and exterior of said structures. Where the crack survey identifies damage to adjacent buildings, the applicant shall be responsible for any repairs.
    - A plan to identify structures where and when monitoring would be conducted. If vibration levels exceed the limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.
    - The applicant or their designated contractor shall identify a "disturbance coordinator" responsible for registering and investigating claims of excessive vibration. The disturbance coordinator shall determine the cause of the complaint and shall require that measures be implemented to reduce the vibration impact. The applicant or their designated contractor shall conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
    - A completed monitoring report and findings of the crack surveys and any repairs done shall be made available to the Building and Planning Division prior to final building inspection for the demolition and start of superstructure construction; and final occupancy.

Implementation of MM NOI-2.1 above would reduce the vibration activities during construction to below 0.25 in/sec PPV at nearby structurally sensitive buildings by limiting the use of heavy vibration-generating equipment and requiring alternative approaches to ground disturbing activities. Where vibration below 0.25 in/sec PPV nonetheless results in cosmetic damage, additional measures are incorporated to restore receiving buildings to preconstruction conditions. With implementation of these measures, the project would result in a less than significant impact. **(Less than Significant Impact with Mitigation Incorporated)**

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

The project site is located approximately 3.5 miles southeast of the San Francisco International Airport, the nearest airport to the project site. It is located outside of the 65 dBA CNEL/L_{dn} noise contour for the airport.[81] Therefore, the proposed project would not expose people working in the project area to excessive airport-related noise levels, resulting in a less than significant impact. **(Less than Significant Impact)**

4.13.3 Non-CEQA Effects

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

The City of San Mateo 2030 General Plan does not establish exterior or interior noise thresholds for commercial and office uses. Since most cities in the Bay Area enforce an exterior noise threshold of 70 dBA L_{dn} for these type of land uses, a 70 dBA L_{dn} exterior noise threshold is used in this assessment of noise and land use compatibility. Additionally, the State of California establishes acceptable interior noise limits within non-residential land uses. The Cal Green Code standards specify an interior noise environment attributable to exterior sources not to exceed an hourly equivalent noise level ($L_{eq\ (1\text{-}hr)}$) of 50 dBA in occupied areas of non-residential uses during any hour of operation.

The future noise environment at the site would continue to result primarily from vehicular traffic along South B Street and 1st Avenue and train traffic along the nearby UPRR/Caltrain tracks. The traffic study completed for the proposed project included peak hour turning movements for five intersections in the project vicinity. The estimated traffic noise increase under the cumulative plus project traffic scenario would be 2 dBA L_{dn} along South B Street and 1st Avenue when compared to existing volumes.

Additionally, high speed rail (HSR) is proposed along the train corridor starting in 2029. According to the EIR/EIS completed for the HRS project, an increase of 108 HSR trains (both directions) would occur during daytime hours and 26 HSR trains (both directions) would occur during nighttime hours by 2040 between the Millbrae Station and the Scott Boulevard in Santa Clara. During peak hours of operation, which occur six times per day, nine HSR trains would be added. While the EIR/EIS did not include permanent noise level increases based on the additional train activity, the estimated noise

[81] City/County Association of Governments of San Mateo County, *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* November 2012

level increase based on the daily increase in train pass-bys would be approximately four dBA. Conservatively, a two dBA Ldn traffic noise increase is assumed along South B Street and four dBA Ldn is assumed along Transit Center Way under future cumulative conditions.

Future Exterior Noise Environment

The proposed project includes open space and an outdoor seating area on the ground level, and terraces on the second, third, and fourth floors.

The ground-level commercial seating area is located in the southwest corner of the building, facing the South B Street and 1st Avenue intersection. The center of the seating area would be approximately 45 feet from the centerline of South B Street and approximately 55 feet from the centerline of 1st Avenue. Given the proposed building would provide partial shielding on the sides of the seating area, the future exterior noise levels would be at or below 70 dBA L_{dn} at the center.

The second-floor terrace would be located on the northwestern corner of the building and would be partially shielded by the proposed building and the existing building to the north. With the center of the terrace set back approximately 50 feet from the centerline of South B Street, future exterior noise levels at the center of this outdoor use area would be up to 67 dBA L_{dn}.

The third-floor terrace would be located along the western building façade. The center of this terrace would be set back approximately 50 feet from the centerline of South B Street. The elevation of the third floor (28 feet above the ground) would provide some shielding from ground level noise sources below (minimum of five dBA attenuation). Future exterior noise levels would be below 65 dBA L_{dn} at the center of the terrace.

The fourth-floor terrace is located along the southern façade facing 1st Avenue, with the center set back approximately 55 feet from the centerline. Assuming a minimum attenuation of five dBA due to elevation above the ground and setback from the edge of the building, future exterior noise levels would be up to 66 dBA L_{dn} at the fourth-floor terrace.

As discussed above, the outdoor use areas associated with the office and commercial uses of the proposed building would be at or below 70 dBA L_{dn} at the center of the spaces where most of the extended use would occur. Exterior noise levels at the project site would be compatible with the proposed land use.

Future Interior Noise Environment

The nearest building façades would be set back from the centerline of South B Street by approximately 40 feet and from the centerline of 1st Avenue by approximately 45 feet. At these distances, daytime hourly average noise levels would range from 61 to 72 dBA L_{eq}, with day-night average noise levels up to 72 dBA L_{dn}.

Standard construction materials for commercial uses would provide about 25 dBA of noise reduction in interior spaces. The inclusion of adequate forced-air mechanical ventilation systems is normally required so that windows may be kept closed at the occupant's discretion and would provide an additional five dBA reduction. The standard construction materials in combination with forced-air mechanical ventilation would satisfy the daytime threshold of 50 dBA $L_{eq(1\text{-}hr)}$.

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

4.14 Population and Housing

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as Housing Element Law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California Housing Element Law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[82] The City of San Mateo 6th Cycle Housing Element was adopted in January 2023; however, it is pending revisions and certification by the California Department of Housing and Community Development. According to ABAG's Final RHNA Allocation, published December 2021, the City's 2023-2031 Housing Element update will need to accommodate a total of 7,015 units.

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified PDAs. PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[83]

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a

[82] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed January 31, 2024. http://hcd.ca.gov/community-development/housing-element/index.shtml.

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

technical overview of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

City of San Mateo 2030 General Plan

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

Policy	Description
LU 1.6	Facilitate housing production by carrying out the goals and policies in the Housing Element.
LU 1.7	Allow multi-family areas to develop at densities delineated on the Land Use Plan.
LU 1.8	Facilitate housing production by allowing commercial mixed use development which includes multi-family dwellings in all non-residential land use categories except service commercial, manufacturing/industrial and parks/open space.
H 2.2	Maintain an overall balance of housing and employment within the community over the term of the Plan.

4.14.1.2 *Existing Conditions*

The population of San Mateo was estimated to be 103,045 in January 2021 with an average of 2.59 persons per household.[84] Full build out of the General Plan includes 8,600 new dwelling units and 19,460 new jobs by 2030. Development approved under the General Plan was projected to increase the City's residential population to 114,100 in 2020 (however, as noted, it stood at 103,045 in 2021) and to 119,800 in 2030. The General Plan identifies areas to increase housing and commercial development, including specific plan areas, and Downtown Area Plan, to direct the City's new housing and job growth to occur.

The project site is located in the Downtown Area Plan of San Mateo. According to the Land Use Element of the San Mateo 2030 General Plan, 12 percent of the City's employed population works in downtown San Mateo. Employment intensification is expected to increase in downtown, particularly in the vicinity of the Downtown San Mateo Caltrain station and is expected to continue to contain the second largest number of jobs after the SR-92 Corridor. As discussed in Section 4.11.1.2, the project is identified as a Priority Development Area of Plan Bay Area 2050.[85]

The project site is developed with two commercial buildings and a surface parking lot and is surrounded by a mix of residential, food service, commercial, and office uses.

[84] California Department of Finance. Table E-5, Population and Housing Estimates. May 2021. https://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/.
[85] Metropolitan Transportation Commission. "Priority Development Areas (Plan Bay Area 2050)." Accessed August 18, 2023. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.565230%2C-122.319314%2C17.00.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

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

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

The project is located within the Downtown Area Plan which supports new development in the downtown. The project site has a Downtown Retail Core General Plan land use designation and is zoned CBD, which allows mixed-use office and retail uses, subject to development standards for CBD zoning districts (Section 27.39.020 of the Zoning Code). Since the proposed project is consistent with the intended use of the site and the Downtown Area Plan, and would not introduce residential units, it would not result in population growth at a rate that was not planned for in the General Plan. Therefore, the project would not directly or indirectly induce substantial unplanned growth in the area. **(Less than Significant Impact)**

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

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

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Regional and Local

City of San Mateo 2030 General Plan

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

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

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

San Mateo Public Library Strategic Plan 2018-2023

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

4.15.1.2 *Existing Conditions*

Fire Protection Services

The San Mateo Consolidated Fire Department (SMCFD) provides fire protection services in the cities of San Mateo, Foster City, and Belmont. There are nine fire stations across the SMCFD jurisdiction, six of which are within the City of San Mateo. Fire stations within San Mateo include Station 21 (located in the Downtown area at 120 South Ellsworth Avenue), Station 23 (located at 31 West 27th Avenue), Station 24 (located at 319 South Humboldt Street), Station 25 (located at 1455 Shafter Street), Station 26 (located at 1500 Marina Court), and Station 27 (located at 1801 De Anza Boulevard). The SMCFD average response time to calls received is five and a half minutes.[86]

The nearest station to the project site is Station 21, which is located approximately 0.1 miles west of the site. According to Google Maps, the fire station is approximately two minutes driving distance from the site.[87]

Police Protection Services

The San Mateo Police Department (SMPD) provides police protection services in the City of San Mateo. The SMPD is divided into three service units: Field Operations Services, Investigation

[86] San Mateo Consolidated Fire Department. 2022 Annual Report. Accessed June 15, 2022. https://www.smcfire.org/about-us/annual-reports/

[87] Google Maps. Driving directions, Fire Station 21 to 31 South B Street. Accessed August 18, 2023. https://goo.gl/maps/6MgrkDmydyCnoPZa6.

Services, and Support Services, totaling 170 full time personnel. The average response time for Priority 1 (emergency) calls was estimated at five minutes and 47 seconds in 2020-21, and the percentage of Priority 1 calls dispatched within 15 seconds of receipt of the call was 99 percent.[88] The 2021-22 target is a less than seven minute response time with 95 percent of calls answered within 15 seconds.

The main police station for the City of San Mateo is located at 200 Franklin Parkway, approximately 3.3 miles southeast of the project site. According to Google Maps, the police station is approximately eight minutes driving distance from the site.[89]

Parks

The City of San Mateo has 40 park sites and open space areas, and more than 40 miles of paths and trails.[90] Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate parks, playgrounds, gardens and picnic areas. The nearest parks are Gateway Park (approximately 0.5 miles northeast), Central Park (approximately 0.5 miles south), and DeAnza Park (approximately 0.5 miles southwest).

Schools

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

The project site is located within the SMFCSD boundary. There are 22 schools in SMFCSD located across the cities of San Mateo, Foster City, and in the unincorporated area west of San Mateo. The total enrollment in the SMFCSD is approximately 10,067 students.[91] The project site is served by the Laurel Elementary School (316 36th Avenue, approximately three miles southeast) and the Abbott Middle School (600 36th Avenue, approximately three miles south).[92]

The project site is also located within the San Mateo Union High School District (SMUHSD). The SMUHSD operates six high schools, one continuation school, and one adult school in the cities of San Mateo, Foster City, Hillsborough, Burlingame, San Bruno, and Millbrae. Total enrollment in the

[88] City of San Mateo. "Adopted 2021-22 Budget." Page 115. Accessed August 18, 2023. https://www.cityofsanmateo.org/DocumentCenter/View/85547/Adopted-Budget_FY-2021-22?bidId=.
[89] Google. Driving directions, Main Police Station to 31 South B Street Avenue. Accessed June 15, 2022. https://goo.gl/maps/FzfroDRmrUd56QJ37.
[90] City of San Mateo. *2030 General Plan Final Environmental Impact Report*. October 2010.
[91] California Department of Education. Data Quest, 2022-2023 Enrollment, San Mateo-Foster City Report. Accessed August 18, 2023. https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=4169039&agglevel=district&year=2022-23.
[92] SchoolVision Software. *San Mateo-Foster City School District SchoolFinder*. Accessed August 18, 2023. http://www.schfinder.com/SMFC/

SMUHSD is approximately 9,487 students.[93] The project is served by San Mateo High School (approximately 0.8 miles northwest of the site).[94] The nearest school to the project is Episcopal Day School of St. Matthew (16 Baldwin Avenue, approximately 0.2 miles west).

Libraries and Community Centers

There are three public libraries located within the City of San Mateo. These libraries include the San Mateo Public Library (approximately 0.5 miles southwest of the site), the Marina Library (approximately 2.9 miles to the southeast), and the Hillsdale Library (approximately three miles south of the site).

The City of San Mateo has six community centers within the city limits. These community centers include the Central Park Recreation Center (approximately 0.5 miles south of the site), the Martin Luther King Jr. Community Center (approximately 0.7 miles north of the site), Joinville Park (approximately 2.4 miles southeast of the site), the San Mateo Senior Center (3.1 miles south of the site), and the Beresford Recreation Center (approximately three miles south of the site).

4.15.2 Impact Discussion

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

[93] California Department of Education. Data Quest, 2022-2023 Enrollment, San Mateo Union High Report. Accessed August 18, 2023. https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=4169047&agglevel=district&year=2022-23.
[94] San Mateo Union High School District. "School Locator". Accessed August 18, 2023. https://www.smuhsd.org/Page/2314.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services?

The proposed project would redevelop the project site by demolishing the existing commercial buildings and constructing a four-story retail/restaurant and office building. The project would incrementally increase the demand for fire protection services within the City of San Mateo given that it would result in a more intensive use of the project site. This increase in demand would not prevent the SMCFD from maintaining acceptable response times (five minutes and 25 seconds) nor would it require the construction of new facilities to ensure adequate service to the surrounding areas. The proposed building would be constructed in compliance with the most recent California Building Code and California Fire code to ensure the building is fire safe. In addition, the proposed project is not located within a San Mateo County Fire Hazard Safety Zone for wildland fires as identified by CAL FIRE. For these reasons, the project would result in a less than significant impact. **(Less than Significant Impact)**

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?

The proposed project would redevelop the project site by demolishing the existing commercial buildings and constructing a four-story retail/restaurant and office building. The project would incrementally increase the demand for police protection services at the project site. However, this increase in demand is not expected to be substantial. The proposed building would be constructed in accordance with the City's Security Ordinance and reviewed by the SMPD to ensure appropriate safety features and technologies that minimize or aid in the investigation of criminal activity are incorporated into the project design. The estimated increase of 154 employees in the Downtown area would not require substantially expanded or new police facilities to retain current service ratios and/or response times in the area. **(Less than Significant Impact)**

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?

The proposed project would redevelop the project site by demolishing the existing commercial buildings and constructing a four-story retail/restaurant and office building. The project would not

introduce new residents in the area and, therefore, would not introduce new students to schools in the area. The estimated increase of 154 employees in the Downtown area would not require substantially expanded or new school facilities to retain current service ratios. **(Less than Significant Impact)**

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

The 154 new employees of the proposed project could reasonably be expected to utilize park and recreation facilities in the vicinity of the site, such as Gateway Park, Central Park, and DeAnza Park. The demand on these facilities would be marginally increased by the proposed project; however, demand would not necessitate the construction of new parks to accommodate future employees of the project. Thus, the project would have a less than significant impact on existing park and recreation facilities in San Mateo. **(Less than Significant Impact)**

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities?

The proposed project would redevelop the project site by demolishing the existing commercial buildings and constructing a four-story retail/restaurant and office building. New employees of the proposed project could periodically utilize nearby libraries and community centers. However, demand for these facilities would not necessitate the construction of new facilities, or expansion of existing facilities, to accommodate future employees of the project. **(Less than Significant Impact)**

4.16 Recreation

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Local

City of San Mateo 2030 General Plan

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

Policy	Description
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, that are accessible for all residents, and that meet existing and future recreation needs.
C/OS 12.2	Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.
C/OS 12.3	Create an asset management plan that identifies the highest and best use of undeveloped parcels or underutilized areas within existing parks to insure they are best positioned to meet current and future needs and where appropriate, identify options for alternative uses.
C/OS 12.7	Preserve existing parklands, open spaces and the golf course for open space and recreational use as directed by ordinance.
C/OS 13.1	Maintain the park system by a set of maintenance standards that reflect community values and in a manner that maintains, promotes, and optimizes positive use, and prevents degradation of facilities and ensures that particular equipment and facilities are maintained in a safe condition.
C/OS 13.2	Give priority to Capital Improvement Program projects that rehabilitate facilities that have become or will become costly to maintain, only marginally usable, or unusable without action.
C/OS 13.3	When existing parks undergo reconstruction or rehabilitation the site facilities and layout must be reviewed to determine if they effectively meet community needs, and whether modification would provide significant benefits in relation to costs.
C/OS 13.4	Utilize an infrastructure lifecycle management program that extends the useful life of all park and recreation assets and insures that sufficient funds are available for replacement or major rehabilitation.

Policy	Description
C/OS 14.9	Establish principles for all new or renovated parks to maximize productivity, efficiency and community value.

San Mateo Municipal Code Chapter 27.38.090 Central Business District

Commercial open space requirements are described in Municipal Code 27.38.090 for providing shaded and unshaded open space to employees of the building's retail, restaurant, and office uses.

4.16.1.2 *Existing Conditions*

The City of San Mateo has 40 park sites and open space areas, and more than 40 miles of paths and trails.[95] Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate parks, playgrounds, gardens and picnic areas. The nearest park is Gateway Park (approximately 0.5 mile northeast), Central Park (approximately 0.5 mile south), and DeAnza Park (approximately 0.5 mile southwest).

The City of San Mateo currently operates approximately 200 acres of parks. The acreage of parkland is currently below the goal established in the City's General Plan of 6.0 acres per 1,000 residents. At the time of analysis in the General Plan EIR (based on a population of 95,500), the ratio of existing neighborhood and community (including mini parks, regional parks, and Coyote Point County Park) park and recreational facilities to population was 4.90 acres per 1,000 persons. The City is projected to have a parkland ratio of 3.93 acres per 1,000 persons in 2025.[96]

4.16.2 Impact Discussion

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

[95] City of San Mateo. *2030 General Plan Final Environmental Impact Report*. October 2010.
[96] City of San Mateo. *General Plan Update Final Environmental Impact Report.* July 2009.

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

The proposed project would marginally increase the use of existing neighborhood and regional parks and recreational facilities in San Mateo. As discussed in Section 4.14 and Section 4.15, the project would generate approximately 154 new employees. Future employees of the proposed project could reasonably be expected to utilize nearby parks, such as Gateway Park, Central Park and DeAnza Park, to meet their recreational needs. It is not anticipated that the additional demand placed on existing park and recreational facilities would result in substantial physical deterioration of these facilities. Thus, the impact would be less than significant. **(Less than Significant Impact)**

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project includes private amenities for future employees of the proposed project. Construction and operation of these amenities have been analyzed throughout this Initial Study in the context of the overall development proposed by the project. Additionally, the recreational needs of future employees would be offset by these proposed facilities, and the marginal increase in demand for neighborhood and regional parks would not require the construction or expansion of off-site recreational facilities that could have an adverse effect on the environment. Therefore, the recreational facilities proposed by the project would not have an adverse physical effect on the environment. **(Less than Significant Impact)**

4.17 Transportation

The following discussion is based, in part, on a Transportation Impact Assessment (TIA) prepared for the project by Fehr & Peers. A copy of the report, dated January 2024, is attached to this Initial Study as Appendix J.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG

adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

City/County Association of Governments

The City/County Association of Governments of San Mateo County (C/CAG) works on issues that affect the quality of life in general: transportation, air quality, stormwater runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. C/CAG, as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the MTC planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program.[97] A project is required to submit a Transportation Demand Management (TDM) plan in compliance with the CMP guidelines if the project will generate 100 net new average daily trips (ADT) to the CMP roadway network. The proposed project is estimated to generate 388 net new average daily trips, as discussed further in Section 4.17 Transportation. A required TDM plan has been prepared for the project by Steer Group in compliance with the CMP guidelines and is included as an attachment to this Initial Study as Appendix K.

Local

San Mateo County Comprehensive Bicycle Route Plan

The San Mateo County Comprehensive Bicycle Route Plan was written by the C/CAG, the Bicycle and Pedestrian Advisory Committee, and individual cities and agencies. The intent of the plan is to provide a comprehensive bicycle network for San Mateo County and adjacent communities, and to improve inter-city and regional travel for bicycles. The plan includes existing roadways within San Mateo County, including roadways in the project area.

City of San Mateo 2030 General Plan

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

Policy	Description
C 2.1	Maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all intersections within the City.

[97] C/CAG of San Mateo County. “Congestion Management”. 2017.

Policy	Description
C 2.4	Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
C 2.5	Require site-specific traffic studies for development projects where there may be a substantial impact on the local street system. Traffic impacts caused by a development projects are considered to be unacceptable and warrant mitigation if the addition of project traffic results in a cumulative intersection level of service exceeding the acceptable level established in Policy C-2.1; where there may be safety hazards created; or where there may be other substantial impacts on the circulation system.
C 2.7	In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic if: a) The level of service at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project is added, and b) An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and c) The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.
C 2.10	Participate in the TDM Program as outlined by the San Mateo City/County Association of Governments (C/CAG). Encourage TDM measures as a condition of approval for development projects, which are anticipated to cause substantial traffic impacts. C/CAG requires the preparation of a TDM program for all new development that would add 100 peak hour trips or more to the regional road network.
C 4.1	Implement the Bicycle Master Plan's recommended programs and projects to create and maintain a fully-connected safe and logical bikeways system; support the City's Sustainable Transportation Actions; and coordinate with the countywide system.
C 4.4	Implement the Pedestrian Master Plan's recommended programs and projects to create and maintain a walkable environment in San Mateo and support the City's Sustainable Transportation Actions.
C 4.5	Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.
C 4.6	Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.
C 4.7	Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
C 5.1	a) Adopt parking requirements to provide adequate parking supply as a condition of development approval. b) Adopt parking requirements to provide adequate parking supply for change and/or expansion of land use resulting in increased parking demand.

Policy	Description
C 5.2	Seek new parking garage sites for public acquisition within the CPID adequate to accommodate the parking needs of new development. Allow in-lieu parking fees within the CPID as a substitute for providing required non-residential parking on-site.
C 6.6	Reduce fuel consumption and vehicle emissions for trips originating in or destined for the City of San Mateo by providing incentives for the purchase and use of fuel efficient vehicles such as recharging station for electric vehicles or preferential parking for carpools, hybrids, and alternative fuel vehicles and develop a way to make this action enforceable and by providing discounted parking rates for carpools, hybrids, and other vehicles that help reduce CO2 emissions.

City of San Mateo Bicycle Master Plan

The City of San Mateo Bicycle Master Plan was initially adopted in October 2011 and updated in April 2020. It contains goals and objectives to provide a blueprint for a citywide system of bicycle facilities to allow for safe, efficient, and convenient bicycle travel within the City and to regional destinations in the Bay Area. The purpose of the plan is to build on the success of previous bicycle infrastructure improvements by enhancing and expanding the existing bikeway network, connecting gaps, addressing constrained areas, and providing for greater local and regional connectivity. Bike lanes (Class II) were recently installed on 1st Avenue between B Street and Claremont Street.

City of San Mateo Pedestrian Plan

The City of San Mateo Pedestrian Master Plan was adopted in April 2012. It contains goals, objectives and policies to improve the pedestrian environment and increase the number of walking trips in San Mateo. The purpose of the Plan is to prioritize pedestrian improvements through a needs analysis of the City's network to identify gaps in the network and potential improvements. The Plan applies prioritization criteria to the output of the needs assessment to establish rankings for infrastructure improvements as well as programmatic recommendations.

City of San Mateo Transit-Oriented Development Pedestrian Access Plan

The City of San Mateo Transit-Oriented Development (TOD) Pedestrian Access Plan was adopted in November 2022. The plan serves as a roadmap to enhance pedestrian safety and create comfortable walking routes to transit for all ages and abilities. The plan focuses on improving conditions for pedestrians around San Mateo's three Caltrain stations (Downtown, Hillsdale, Hayward Park) and on El Camino Real.

New developments within the boundaries of the Downtown Area Plan are recommended to prepare a Transportation Demand Management (TDM) plan that encourages a 25% trip reduction off of baseline trip generation numbers for the site proposed for development. The proposed project is within the boundaries of the Downtown Area Plan. A TDM plan has been prepared for the project by Steer Group and is included as an attachment to this Initial Study as Appendix K.

4.17.1.2 *Existing Conditions*

Roadway Network

Regional access to the project site is provided via State Route 82 (El Camino Real [ECR]) and US 101.

State Route 82 (ECR) is a four-to six lane state highway in California, serving as a major north-south corridor in the Peninsula. It extends from Interstate 880 (I-880) in San José at the south end to I-280 in San Francisco at the north end. It runs parallel to the Caltrain line along much of the route. US 101 is an eight- to ten-lane state highway in California, serving as the primary coastal route providing access to the San Francisco Bay Area. It is also the primary commuting route between San Francisco and San José. It extends from Los Angeles at the south end to Tumwater, Washington at the north end.

Local access to the project site is provided via South B Street, 1st Avenue, Baldwin Avenue, and South Ellsworth Avenue, as described below.

South B Street is a two-way north-south street with one travel lane in each direction. The street is designated as a pedestrian-only zone between 1st Avenue and 3rd Avenue and the road is closed to private automobile traffic in that segment. South B Street is approximately 45 feet wide and each sidewalk is approximately nine to 15 feet wide.

1st Avenue is a two-way east-west street with one travel lane in each direction. The street spans from South Ellsworth in the west to the San Mateo Creek in the east. The roadway adjacent to the project site is approximately 45 feet wide and the sidewalks are each approximately 12 feet wide.

Baldwin Avenue is a two-way east-west street with one travel lane in each direction. The street spans from ECR in the west to South B Street in the east. The roadway adjacent to the project site is approximately 65 feet wide and the sidewalks are approximately 10 to 20 feet wide.

South Ellsworth Avenue is a two-way north-south street with one travel lane in each direction. The roadway near the project site is approximately 50 feet wide and the sidewalks are approximately 10 to 15 feet wide.

Transit Service

Existing transit services in the project vicinity are provided by the San Mateo County Transit District (SamTrans) and Caltrain. SamTrans is San Mateo County's primary regional and local bus transit provider and their bus routes serve all of the county's Caltrain and Bay Area Rapid Transit (BART) regional rail stations. There are six bus routes in the project vicinity (Route 53, 59, 250, 292, 397, and ECR) operated by SamTrans. The SamTrans Route ECR bus stops at ECR and East 2nd Avenue include sheltered benches. SamTrans Route 250 has a stop adjacent to the project site at 1st and South B Street, which has two unsheltered benches. SamTrans Route 292 has two nearby stops at

South Delaware Street and 3rd Avenue and South Delaware Street and 2nd Avenue, neither of which has benches.

Regional commuter rail service between San Francisco and Gilroy is provided by Caltrain. The project site is located immediately west of the Downtown San Mateo Caltrain Station. Currently, Caltrain provides northbound and southbound service at this station at approximately 30-minute and 60-minute frequencies during the weekday and weekend peak, respectively..

Existing transit service is shown in Table 4.17-1 below and existing transit routes are shown on Figure 4.17-1.

Table 4.17-1: Existing Transit Service

Route	Weekday Peak Headway (minutes)	Weekend Peak Headway (minutes)	Hours of Operation	Closest Stop(s) to Project Site	Key Destinations
SamTrans 53/53P	-	-	School drop off/pick up hours only	East 3rd Avenue and South Delaware Street (AM) East 2nd Avenue and South Delaware Street (PM)	Peninsula/Humboldt, Borel Middle School
SamTrans 59	-	-	School drop off/pick up hours only	1st Avenue and B Street (AM) East 4th Avenue and South Ellsworth Avenue (PM)	Hillsdale/Norfolk, Aragon High School
SamTrans 250	30	60	Weekdays: 5:50 a.m. to 10:55 p.m. Saturdays: 7:02 a.m. to 8:40 p.m.	1st Avenue and B Street	San Mateo and Hillsdale Caltrain Station, College of San Mateo
SamTrans 292	20 to 30	30	Weekdays and weekends: 3:55 a.m. to 3:11 a.m.	South Delaware Street and 2nd Avenue	Downtown San Francisco, SFO, all Caltrain stations in San Mateo, Hillsdale Mall
SamTrans 397	45	45	Weekdays and Saturdays: 1:04 a.m. to 6:46 a.m.	El Camino Real and East 2nd Avenue	Palo Alto Transit Center, Downtown San Francisco, SFO, Millbrae Transit Center, Hillsdale Caltrain Center
SamTrans ECR	15	20	All day	El Camino Real and East 2nd Avenue	Multiple BART stations, all Caltrain stations in San Mateo, Palo Alto Transit Center
Caltrain	30	60	Weekdays: 5:28 a.m. to 12:16 a.m. Weekends: 8:19 a.m. to 12:41 a.m.	San Mateo Station	San Francisco, San Jose

Source: Fehr & Peers, January 11, 2024.

EXISTING TRANSIT ROUTES | FIGURE 4.17-1

Bicycle Facilities

Bicycle infrastructure in proximity to the project site includes Class II bicycle lanes[98] on 1st Avenue between B Street and Claremont Street.

The City's 2020 Bicycle Master Plan proposes a Class IV separated bicycle lane[99] on South B Street adjacent to the project site and a Class II bicycle lane on 1st Avenue.

Existing and proposed bicycle facilities are shown on Figure 4.17-2.

Pedestrian Facilities

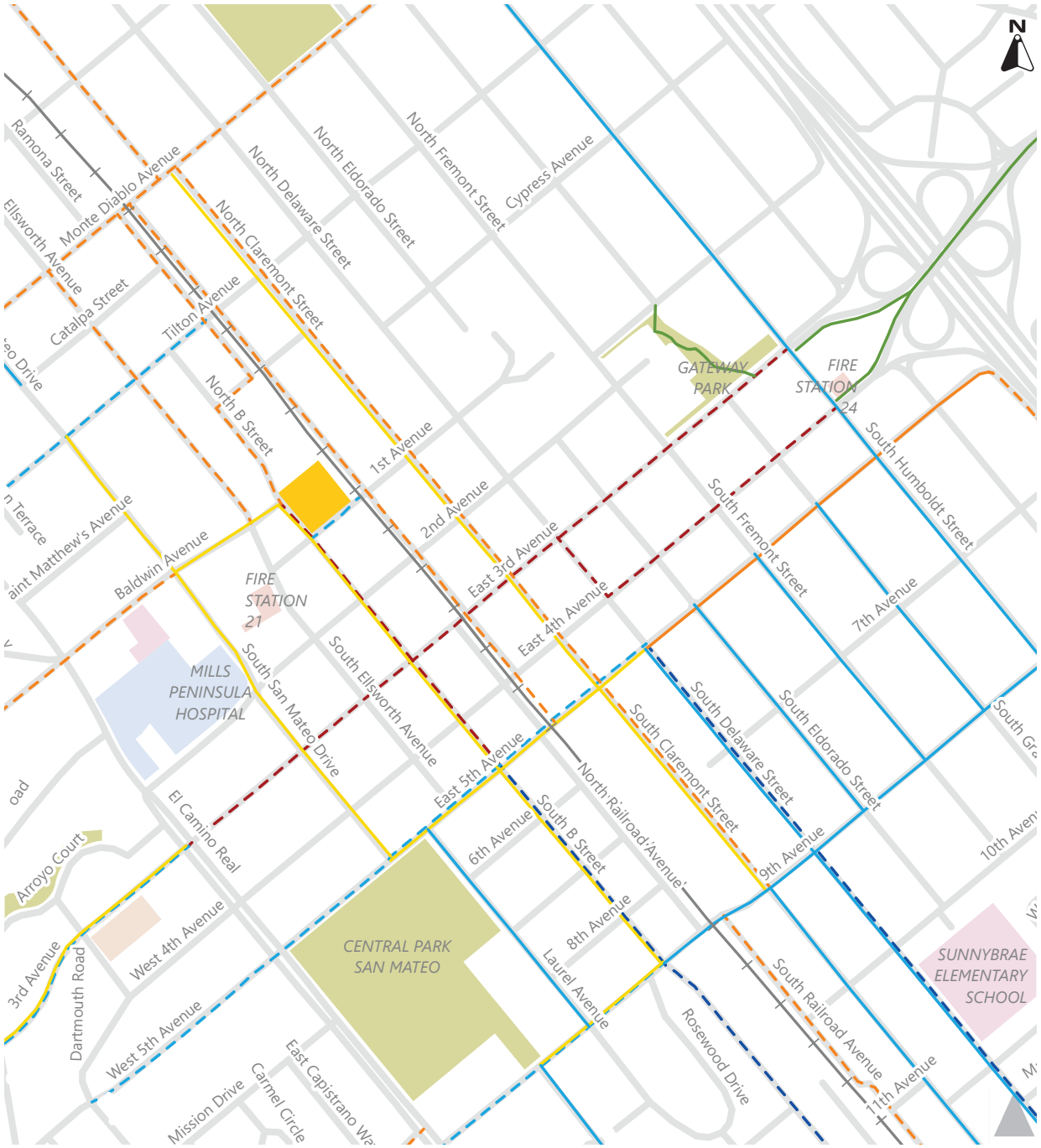
Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. All streets in the project vicinity have sidewalks. The project site is adjacent to the signalized study intersection of Baldwin Avenue and South B Street, both of which have standard crosswalks on each leg. The unsignalized intersection of 1st Avenue and Transit Center Way serves as a driveway for the Caltrain station parking lot and does not have marked crosswalks. The sidewalks in the vicinity of the project site are generally in good condition, ranging from nine- to twenty-feet wide.

The City's (TOD) Pedestrian Access Plan has proposed improvements to the public right of way in the project vicinity, including adding high visibility crosswalks on the north and west legs of 1st Avenue and Transit Center Way, ensuring the sidewalk minimum meets City pedestrian design guidelines on 1st Avenue and Transit Center Way, and adding a pedestrian scramble[100] and curb extensions at the intersection of South B Street and 1st Avenue.

[98] Class II bicycle lanes provide a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with crossflows by pedestrians and motorists permitted.

[99] Class IV bicycle lanes provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic with devices such as grade separation, flexible posts, inflexible physical barriers, or parked cars.

[100] A pedestrian scramble (also referred to as an X crossing or diagonal crossing) is a type of signal treatment at an intersection that stops all traffic and allows pedestrians to cross from all corners at the same time, including diagonally.



Source: Fehr & Peers, January 11, 2024.

EXISTING AND PROPOSED BICYCLE ROUTES | FIGURE 4.17-2

4.17.2 Impact Discussion

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

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?

Transit Services

Access to existing transit facilities and services would not change with implementation of the proposed project. The project would generate new transit users, given the proposed commercial uses that would be added to the site, but these trips can be accommodated by existing routes and services.

As discussed in Section 4.17.1.2 Existing Conditions, several of the bus stops in the vicinity of the project site do not have benches or shelters. The project does not propose to implement transit-specific improvements; however, it is anticipated that SamTrans' Bus Stop Improvement Plan will recommend improvements to the Route 250 bus stop adjacent to the project site, such as benches and seating, shade structures with lighting, real-time arrival information, and trash receptacles. As such, the project should not preclude these future implementations with any adjacent right-of-way improvements included in the Project.

Condition of Approval TRN-1: For consistency with the SamTrans Bus Stop Improvement Plan, the project shall not preclude future implementation of the following transit features for the bus stop adjacent to the project site on 1st Avenue:

- Benches/seating
- Shade structure with lighting
- Real-time arrival information
- Trash receptacles

Roadways

The project would include roadway improvements such as curb replacements and extensions, sidewalk replacements, adding ADA curb ramps along all frontages, and adding street lighting along all project frontages. The project would retain three of the four existing on-street parking spaces along South B Street. No changes are proposed to 1st Avenue. These changes to the existing roadways would be minor and would not conflict with any local transportation program, plans, ordinances, or policies.

Bicycle Facilities

The project would promote biking as a means of transportation by providing a total of 24 bicycle parking spaces on-site. Of the 24 spaces, 18 would be long-term spaces provided in a bike room accessible through the building lobby. The remaining six spaces would be short-term spaces provided via ground-level bicycle racks along South B Street to the south of the building's main entrance. The project would install three bicycle racks that would hold two bicycles each. The project would not interfere with access or circulation for bicycle facilities.

As discussed in Section 4.17.1.2 Existing Conditions, the City's 2020 Bicycle Master Plan proposes several bicycle facilities within the immediate vicinity of the project site. This improved bicycle network would provide additional non-driving options to Downtown San Mateo, the Route ECR bus stops, and the Downtown San Mateo Caltrain station for project visitors and employees. While the project does not propose to complete any of these projects, it would not conflict or preclude with these plans. Therefore, the project would not conflict with the City's 2020 Bicycle Master Plan.

Pedestrian Facilities

The primacy pedestrian access point to the proposed project would be the main building entrance on South B Street, which includes a lobby area. In addition to the primary access point, the project would include several ground floor entrances to the restaurant/retail and office uses along both South B Street and 1st Avenue.

According to the City of San Mateo's Pedestrian Design Guidelines, the recommended minimum sidewalk widths for retail/commercial development is an 11- to 15-foot overall width, inclusive of a five- to seven-foot through zone, four-foot frontage zone, and four-foot planter/furniture zone. The project would widen the sidewalks along its frontage and would provide a 11.4-foot sidewalk at South B Street and 18.5-foot sidewalk on 1st Avenue. The project would also include a 10-foot planter zone in the curb extension at 1st Avenue and four-foot planer zone along 1st Avenue. Thus, the proposed sidewalk widths comply with the City's guidelines.

Per General Plan Policies C 4.5 and C 4.6, the City requires, as a condition of development project approval, provision of sidewalks and wheelchair ramps where lacking and repair or replacement of

damaged sidewalks. In addition, the City's Pedestrian Design Guidelines and TOD Pedestrian Access Plan provide guidance on pedestrian facilities including curb ramps, curb extensions, standard and high visibility crosswalks, and advance stop bars. The project proposes to add a curb extension, directional curb ramps, and truncated domes to the northeast corner of the intersection of South B Street and 1st Avenue, add a directional curb ramp and truncated domes on 1st Avenue at the west side of Transit Center Way, and add high visibility crosswalks on all legs of the intersection of South B Street and 1st Avenue. In addition to these features, the project would implement the following improvements as a condition of approval.

Condition of Approval TRN-2: For consistency with the recommendations included in the City of San Mateo Pedestrian Guidelines and the San Mateo TOD Pedestrian Access Plan, the project shall upgrade existing crosswalks to high-visibility crosswalks (per Caltrans Pavement Markings Crosswalk Standards) at 1st Avenue/B Street and along the north leg at 1st Avenue/Transit Center Way to provide adequate pedestrian access to the other areas of downtown and the San Mateo Caltrain Station.

While the TIA recommended that the project evaluate the feasibility of an exclusive pedestrian phase at 1st Avenue/B Street, the City has already completed this evaluation and will be implementing the exclusive pedestrian phase independent of the project. As such, it is not recommended for inclusion in the above Condition.

Implementation of the conditions of approval above would ensure the project provides adequate pedestrian amenities to facilitate safe paths of travel.

Based on the analysis above, the proposed project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. **(Less than Significant Impact)**

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The OPR technical advisory and the City of San Mateo VMT/Transportation Impact Assessment Guidelines establishes screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA and are not required to prepare further VMT analysis. The relevant screening criteria are described below:

- High Quality Transit Area – Projects located within a half mile of an existing or planned high-quality transit corridor or major transit station are presumed to have a less than significant impact if they also the following additional criteria: 1) is high density (minimum floor area ratio [FAR] of 0.75), 2) does not exceed parking requirements, 3) is consistent with Plan Bay Area, and 4) does not replace affordable housing units with a smaller number of moderate – or high-income residential units.

The project would satisfy the screening criteria listed above. The Downtown San Mateo Caltrain station is located east of the project site. The proposed FAR is 2.97. The project would not provide any vehicle parking per AB 2097. The project would not be inconsistent with Plan Bay Area and would not replace any affordable housing units. Therefore, the project would qualify for the High-Quality Transit screening criteria. For these reasons, the project is presumed to have a less than significant VMT impact. **(Less than Significant Impact)**

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

The proposed project would redevelop the project site by demolishing the existing commercial buildings and constructing a four-story retail/restaurant and office building. The project does not propose altering the existing roadway network and does not propose new vehicular roadways that would create hazards such as sharp curves. The project also does not propose incompatible uses such as farm equipment. For these reasons, the project would have a less than significant impact. **(Less than Significant Impact)**

d) Would the project result in inadequate emergency access?

The proposed project would redevelop the project site by demolishing the existing commercial buildings and constructing a four-story retail/restaurant and office building. The project does not propose altering the existing roadway network and does not propose new vehicular roadways that would impede emergency vehicle access. For these reasons, the project would have a less than significant impact. **(Less than Significant Impact)**

4.17.3 Non-CEQA Effects

The City has traditionally used level of service or LOS (i.e., vehicle delay or congestion) as the basis for determining a project's traffic impacts. However, with the passage of SB 743 and the adoption of related Guidelines implementing SB 743 (see Guidelines Section 15604.3, the City's approach to evaluating project traffic impacts under CEQA must change. SB 743, amending state law (CEQA), takes precedence over the City's General Plan, and now requires that LOS no longer be used after December 28, 2018. Upon the December 28, 2018 effective date of the new Guidelines, this project's LOS traffic impacts (i.e., increased vehicle delay) are required to be considered insignificant under CEQA. The following discussion is provided for informational purposes only to disclose how the project would comply with the City's LOS policies and whether any physical roadway improvements are needed to maintain desired LOS, so that those physical improvements can also be evaluated in this Initial Study.

Trip Generation

Vehicle trips generated by the proposed project were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition for the General

Office Building (Land Use Code 710) and Strip Retail Plaza (Land Use Code 822) land uses. The existing retail and restaurants were included as existing trip credits since it currently generates trips to and from the site. Table 4.17-2 summarizes the proposed project's trip generation.

Table 4.17-2: Project Trip Generation Estimates

Land Use	Size	Daily Total	AM			PM		
			In	Out	Total	In	Out	Total
Proposed Project								
General Office Building	33.5 ksf	363	45	6	51	8	40	48
Strip Retail Plaza (>40 ksf)	5 ksf	272	7	5	12	17	17	33
Internal Capture*	--	-2	-2	0	-2	0	0	0
External Walk, Bike, and Transit**	--	-159	-14	-3	-17	-6	-14	-20
Total Proposed Project Trips	**--**	**474**	**36**	**8**	**44**	**19**	**43**	**61**
Existing Conditions								
Strip Retail Plaza <40 ksf)	1.8 ksf***	98	2	2	4	6	6	12
External Walk, Bike, and Transit**	--	-12	0	0	0	-1	0	-1
Total Existing Trips	**--**	**86**	**2**	**2**	**4**	**5**	**6**	**11**
Net New Project Trips	**--**	**388**	**34**	**6**	**40**	**14**	**37**	**50**

Notes:

ksf = thousand square feet

* Internal Capture: Trips that occur between land-uses on a multi-use project site and which can be made without using the off-site street network are considered "internal trips". Internal trips for this project can be made by walking between uses.

** External Walk, Bike, and Transit: Trips that occur from walk/bike trips and represent external trips taken by foot or on bicycle (e.g., nearby San Mateo residents commuting to the proposed project on foot or bike).

*** Although there are over 9 ksf of existing buildings on-site, there was limited information available about existing occupancies at the time the TIA was prepared. Thus, F&P calculated and credited the existing partial occupancy for one on-site occupant (Donut Delite).

As shown in the table, the proposed project would generate a net total of 388 daily trips, 40 net trips in the AM peak period, and 50 net trips in the PM peak period.

Intersection Levels of Service

Level of service (LOS) describes the operating conditions experienced by motorists. LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions and delay, freedom to maneuver, driving comfort, and convenience. LOS A through LOS F covers the entire range of traffic operations that might occur. Motorists using a facility that operates at a LOS A experience very little delay, while those using a facility that operates at a LOS F will experience long delays.

Per the City's General Plan Circulation Element Policy C 2.7 (Section E), all projects are required, at a minimum, to pay a transportation mitigation fee. The transportation mitigation fee is used to fund planned transportation improvements that are identified in the City of San Mateo Traffic Mitigation Program. In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic if:

- The LOS at a signalized intersection drops below mid-level LOS D (average delay of more than 45 seconds) or the LOS at an unsignalized intersection drops from LOS E or better to LOS F (average delay of more than 50 seconds) when the project traffic is added, and
- An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and
- The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

The following five intersections were analyzed for the project:

1. Baldwin Avenue and South B Street (all-way stop-controlled)
2. 1st Avenue and South B Street (signalized)
3. 1st Avenue and South Claremont Street (all-way stop-controlled)
4. 2nd Avenue and South Ellsworth Avenue (signalized)
5. 2nd Avenue and South Claremont Street (all-way stop-controlled)

Intersection turning movement counts were collected in May 2023 during AM and PM peak periods. These counts included counts for automobiles, cyclists, and pedestrians at each of the study intersections. In addition, 24-hour vehicle counts were collected on 1st Avenue and South B Street.

Baseline conditions were estimated by adding the projected volumes from approved, but not yet completed land use development and transportation projects to existing peak hour volumes for the project completion year. Cumulative conditions were estimated by adding regional growth to existing traffic volumes.

A summary of the project's impacts to the intersections' levels of service is provided in Table 4.17-3 below. Based on the City's LOS standards, the project would not cause operational deficiencies at any of the study intersections under baseline or cumulative scenarios.

Table 4.17-3: Intersection LOS Summary

Intersection	Peak Hour	Existing[1]		Baseline[2]				Cumulative			
		No Project		No Project		With Project		No Project		With Project	
		Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Baldwin Avenue and South B Street	AM	≤ 10	A	≤ 10	A	≤ 10	A	8	A	≤ 10	A
	PM	≤ 10	A	≤ 10	A	≤ 10	A	9	A	≤ 10	A
1st Avenue and South B Street	AM	11	B	11	B	11	B	12	B	12	B
	PM	13	B	13	B	13	B	14	B	14	B
1st Avenue and South Claremont Street	AM	≤ 10	A	≤ 10	A	≤ 10	A	9	A	≤ 10	A
	PM	≤ 10	A	≤ 10	A	≤ 10	A	13	B	13	B
2nd Avenue and South Ellsworth Avenue	AM	16	B	16	B	16	B	18	B	18	B
	PM	18	B	18	B	19	B	26	C	26	C
2nd Avenue and South Claremont Street	AM	≤ 10	A	≤ 10	A	≤ 10	A	11	B	12	B
	PM	≤ 10	A	≤ 10	A	≤ 10	A	14	B	14	B

Notes:

These LOS results do not include the proposed pedestrian scramble phase at the intersection of 1st Avenue and South B Street.

[1] Existing conditions refer to current conditions.

[2] Baseline conditions refer to existing conditions plus projected volumes from approved, but not yet completed land use development and transportation projects to existing peak hour volumes for the project completion year.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

As described in Section 4.5 Cultural Resources, the project site is within a zone of high sensitivity to archaeological resources due to its proximity to San Mateo Creek. Although the site has undergone substantial disturbance for construction of the existing structures on site, the potential for cultural resources to be present on site remains. An Archaeological Resources Assessment was prepared for the project by BASIN Research Associates in December 2023. During the preparation of the Review, the NAHC was contacted for a review of the Sacred Lands Inventory. The results of the NAHC's Sacred Lands File review came back negative, indicating that there are no known TCRs on-site. Additionally, NAHC provided a contact list of 11 locally knowledgeable Native American individuals/organizations to BASIN Research Associates. As required by AB 52, the City sent letters via certified mail and/or emails to these Native American individuals/organizations on November 1, 2023, to determine if any potential resources of interest to the Native American community were present. On November 6, 2023, one letter was undelivered and returned to the City. The City

followed up with an email to the respective Native American organization. No responses were received for these letters and emails.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Though the site has been previously disturbed, it is located within a zone of high archaeological sensitivity, and it is possible that cultural resources could be encountered during construction. As discussed in Section 4.18.1.2 Existing Conditions, the City contacted 11 tribes per AB 52 consultation requirements and did not receive any responses. However, as discussed in Section 4.5 Cultural Resources, there are four prehistoric sites and one prehistoric/historic site present within 1,000 feet of the site. As such, resources may be present on-site.

Any subsurface artifacts found on-site would be addressed as required by MM CUL-1.1, MM CUL-1.2, and Condition of Approval CUL-1. With implementation of these measures, the project would not cause a substantial adverse change in the significance of a listed or eligible TCR, and would result in a less than significant impact. **(Less than Significant Impact with Mitigation Incorporated)**

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

See response to checklist question a) above. **(Less than Significant Impact with Mitigation Incorporated)**

4.19 Utilities and Service Systems

The following discussion is based, in part, on a Sanitary Sewer Flows Evaluation prepared for the project by Sherwood Design Engineers. A copy of the report, dated October 2022, is attached to this Initial Study as Appendix L.

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. Cal Water, which supplies water supplies to the Bayshore District that encompasses the City of San Mateo, adopted its most recent UWMP in June 2021.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 610

SB 610 amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 requires preparation of a WSA containing detailed information regarding water availability to be provided to the decision-makers prior to approval of specified large development projects that also require a

General Plan Amendment. This WSA must be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Under SB 610, WSAs must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA. Pursuant to the California Water Code (Section 10912[a]), projects that require a WSA include any of the following:

- A proposed residential development of more than 500 dwelling units;
- A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- A proposed hotel or motel, or both, having more than 500 rooms;
- A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area;
- A mixed-use project that includes one or more of the projects identified in this list; or
- A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025. CalRecycle released an analysis titled "Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals" in August of 2020, which recommended maintaining the disposal reduction targets set forth in SB 1383.[101]

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code, establishing mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include the following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;

[101] CalRecycle. Analysis of the Progress Toward the SB 1383 Organic Wase Reduction Goals. August 18, 2020. https://www2.calrecycle.ca.gov/Publications/Details/1693#:~:text=Analysis%20of%20the%20Progress%20Toward,(DRRR%2D2020%2D1693)&text=SB%201383%20establishes%20targets%20to,75%20percent%20reduction%20by%202025.

- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Bay-Delta Plan Amendment

The Bay-Delta Plan Amendment was adopted by the SWRCB in December 2018. Its purpose is to update the Water Quality Control Plan for the San Francsico Bay/Sacramento-San Joaquin Delta Estuary. The amendment mandates that between 30 and 50 percent of unimpaired flow (i.e., the natural water production of a river basin unaltered by upstream diversions, storage, or transfers) from the Stanislaus, Merced, and Tuolumne Rivers tributaries must be released from February through June each year.[102]

Local

City of San Mateo 2030 General Plan

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

Policy	Description
LU 4.4	Seek to ensure a safe and predictable water system for existing and future development by taking the following actions: As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources and conservation efforts. Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets, low-flow shower heads, and utilize drip irrigation while promoting high-efficiency washing machines and establishing an education program to improve water conservation practices. Investigate the feasibility of developing reclaimed water facilities or ground water or treating stormwater runoff that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.
LU 4.7	Provide a sewer system which safely and efficiently conveys sewage to the wastewater treatment plant. Implement the Sewer System Management Plan (SSMP) to ensure proper maintenance, operations and management all parts of the wastewater collection system.
LU 4.16	Seek to ensure adequate gas, electric, and communication system to serve existing and future needs while minimizing impacts and existing and future residents by taking the following actions: • Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit.

[102] California Water Service. *2020 Urban Water Management Plan, Mid-Peninsula District*. June 2021. https://www.calwater.com/conservation/uwmp2020/.

Policy	Description
	• Require all new developments to underground lines and provide underground connections when feasible. • Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.
LU 4.28	Seek to ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver a minimum fire hydrant flow of 2,500 gallons per minute to all areas of the City, except where a lesser flow is acceptable as determined by the Fire Chief. Ensure that new development does not demand a fire flow in excess of that available.
LU 4.31	Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.
LU 4.32	Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development.
LU 8.5	Implement actions to achieve Goal 8e which states: Reduce citywide gross water consumption per capita to 102 gallons/day. Reduce the residential per capita to 70 gallons/day. Potential supportive actions include: 1. Increase costs for residential and commercial waste collection and use increased waste collection revenue to provide waste reduction incentives. 2. Mandate recycling. 3. Require modifications within existing buildings to accommodate recycling bins. 4. Require mandatory segregation of recyclables for all public (on-street, parks, public buildings) waste collection. 5. Set aggressive waste reduction goals for all new development. 6. Provide expanded waste reduction outreach and support for local businesses and residential customers. 7. 7. Support backyard composting while maintaining public health safeguards.
LU 8.6	Increase measured waste diversion to 50 percent in 2020 and maximum diversion 90 percent by 2050 by mandating recycling, setting aggressive waste reduction goals for all new development and increasing costs for residential and commercial waste collection then using increased waste collection revenue to provide waste reduction incentives.
LU 8.7	Establish a partnership with California Water Service (CWS), Bay Area Water Supply Conservation Agency and other mid-peninsula cities to promote the water reduction strategies that are offered and to create an outreach program that will help inform residence and businesses of increase costs and the need for conservation efforts.

4.19.1.2 *Existing Conditions*

Water Service

The site is currently serviced by Cal Water and is located within Cal Water's Bayshore District. Cal Water purchases water from the SFPUC to meet the City's water demand. The demand from the

Bayshore District as a whole was 14,563 acre-feet per year in 2020 and forecasted to increase to 15,279 acre-feet per year in 2045.[103] The UWMP prepared for the Bayshore District determined that the majority of water demand stems from single-family residences (56.7 percent), followed by commercial uses (16.9 percent) and multi-family residences (14.8 percent). Water in San Mateo comes primarily from the Sierra Nevada, but also includes treated water produced by SFPUC from local watersheds and facilities in Alameda and San Mateo Counties. The UWMP forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until at least 2045. However, the Bay-Delta Plan Amendment could have implications for the allocation of water to Cal Water and other water providers. The UWMP indicates water supplies would be deficient in single- and multiple-dry years due to the implementation of the amendment. SFPUC's modeling assumes a release of 40 percent unimpaired flow; as such, SFPUC can be expected to have reduced water availability, particularly during dry years.[104]

The project site is fully developed with two commercial buildings. According to the Sanitary Sewer Flows Evaluation prepared for the project (refer to Appendix L, the existing development has a water demand of approximately 1,700 gallons per day (gpd).

Existing city water lines located in 1st Avenue are available to serve the project.

Sanitary Sewer/Wastewater Treatment

The City of San Mateo Department of Public Works (DPW) Clean Water Program (CWP) and Environmental Services Division provides oversight of the City's sanitary sewer collection system, including the San Mateo/Estero Municipal Improvement District Wastewater Treatment Plant (WWTP) serving more than 130,000 people, 240 miles of collection system mainlines, 6,032 manholes, and 27 pump stations. San Mateo's WWTP is a jointly owned facility. Ownership of the WWTP facility is shared between San Mateo and Foster City/Estero Municipal Improvement District, with ownership respectively split approximately 75 percent and 25 percent. The WWTP collects wastewater from these two facility owners, plus portions of Hillsborough, Belmont, Crystal Spring Sanitation District, and the County of San Mateo, for treatment and eventual discharge into the San Francisco Bay. The City of San Mateo generated an estimated 7,043 acre-feet yearly (AFY) of wastewater in 2020.[105,106]

The WWTP currently treats approximately 11 million gallons per day (mgd) of average dry weather flow (ADWF), with this amount expected to increase with the increase in population within the service area.[107] The WWTP can treat up to 60 mgd through primary treatment and 40 mgd through secondary treatment. During heavy rains, the WWTP's treatment capacity is regularly exceeded. San Mateo has recently updated the collection system model to better estimate peak flows and to

[103] Ibid.
[104] Ibid.
[105] Ibid.
[106] One acre-foot equals 325,851 gallons.
[107] San Mateo Clean Water Program. *Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project.* November 2017.

project flows through 2035. According to the 2014 model, the peak wet weather flow (PWWF) that would be conveyed to the plant in 2035 (assuming there is adequate conveyance), is projected to be 98 mgd.[108] The City's Clean Water Program has initiated capacity improvement projects in its collection system to manage flows to the WWTP, reducing WWTP influent PWWF down to 78 mgd. In 2019, the CWP has started construction on the upgrade and expansion of the WWTP, which is estimated to be completed by the end of 2024. The upgrade and expansion project consists of new liquids treatment process facilities, including a headworks, primary treatment, biological nutrient removal/membrane bioreactor process, biological and chemically enhanced high-rate wet weather treatment, and other plant upgrades, including odor control to serve the new facilities. These facilities will be designed to provide advanced treatment to 21 mgd and allow the plant to better handle heavy storm events up to 78 mgd.[109] Wastewater from the project site is conveyed to the City's sewer system via a main in South B Street.

According to the Sanitary Sewer Flows Evaluation prepared for the project (refer to Appendix L), the existing development generates 1,500 gpd of wastewater.

Storm Drainage

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City. Stormwater onsite typically flows into the City's storm drains in 1st Avenue, which drain into San Francisco Bay. As described in Section 4.10 Hydrology and Water Quality, the project site is located within the San Mateo Creek Watershed, which drains directly into the San Francisco Bay via the San Mateo Creek.

As it exists, the entire project site is impervious.

Solid Waste

Solid waste collection and recycling services for residents and businesses in San Mateo are provided by Recology San Mateo County. Once collected, solid waste and recyclables are transported to the Shoreway Environmental Center for sorting. After the solid waste is collected and sorted at the San Carlos Transfer Station, non-recyclable waste is transported to the Corinda Los Trancos (Ox Mountain) Landfill, located in Half Moon Bay. The Ox Mountain Landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. The landfill's maximum capacity is 60.5 million cubic yards, with an estimated closure year of 2034.[110] The remaining capacity at this facility is 22,180,000 cubic yards.[111]

[108] City of San Mateo. Final Environmental Impact Report, City of San Mateo Clean Water Program. April 2016.
[109] Clean Water Program. Wastewater Treatment Plant Nutrient Removal and Wet Weather Flow Management Upgrade and Expansion Project. March 27, 2020. https://cleanwaterprogramsanmateo.org/wwtp/.
[110] Devincenzi, Monica. Municipal Relationship Manager, Republic Services. Personal Communication. February 27, 2019.
[111] California's Department of Resources Recycling and Recovery (CalRecycle). "SWIS Facility Detail: Corinda Los Trancos Landfill (Ox Mountain) (41-AA-0002)". Accessed June 23, 2022. https://www2.calrecycle.ca.gov/SolidWaste/Site/Details/3223.

Using CalEEMod solid waste disposal rates for a "Strip Mall" land use, the existing development has a solid waste disposal rate of approximately 9.8 tons per year (refer to Appendix E).

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water Facilities

The proposed project would rely on the existing water delivery system to supply water to the site. As discussed in checklist question b) below, the project would incrementally increase the water demand in the City but would not require additional water supply other than what is currently allocated for the City by the Cal Water Bayshore District given the proposed uses are consistent with the General Plan and the demand projections used in the most recently adopted UWMP. No

relocation or construction of water facilities is required by the proposed project. The project proposes lateral connections to the existing water line in 1st Avenue. Lateral connections to existing water lines would occur during grading of the site and would not result in significant environmental effects.

Wastewater Treatment Facilities

Wastewater generated by the proposed project would be disposed of at the San Mateo WWTP. As discussed under checklist question c), the San Mateo WWTP has adequate treatment capacity through 2030. No expansion or construction of wastewater treatment facilities would be required to accommodate the project. The proposed project would construct lateral sewer connections to the existing main in South B Street. Construction of lateral connections would occur during grading and would not cause significant environmental effects beyond what is disclosed throughout this Initial Study.

Stormwater Drainage Facilities

The proposed project would decrease the amount of stormwater runoff generated at the site. As it exists, 100 percent (16,413 square feet) of the project site is impervious. Upon project completion, the project site would be developed with 15,797 square feet of impervious surface (96 percent) and 616 square feet of pervious surfaces (four percent). In addition, the project would include 427 square feet of pervious treatment area.

Impervious surface on site would decrease from 100 to 96 percent as a result of the project. Since the project would result in less impervious surface on the sites, the project would result in a corresponding reduction in the amount of surface runoff compared to existing conditions. The project would include new 12- to 18-inch storm drain lines that would be installed in 1st Avenue and would connect to the project site via new eight-inch laterals. Post-construction stormwater runoff from the project's impervious surfaces would be directed towards landscaped areas and bioretention throughout the project site for treatment. As discussed in Section 4.10 Hydrology and Water Quality, implementation of MRP-mandated treatment controls would provide reductions in the rate and volume of post-construction stormwater runoff discharged to the public storm drain system. Construction of new storm drainage infrastructure would occur during grading and would not cause significant environmental effects beyond what is disclosed throughout this Initial Study.

Electric Power and Telecommunication Facilities

The project would be served by existing electric power and telecommunication facilities in the area. Although the project would increase demand on these facilities, the increase would not be substantial as to require expansion of existing facilities or construction of new facilities. Connections to existing utility lines would occur during grading and would not result in significant environmental effects beyond what is disclosed throughout this Initial Study.

The proposed project would not result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities beyond the connections to existing facilities noted above. **(Less than Significant Impact)**

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The District's Urban Water Management Plan anticipates that the City is expected to meet projected water demand through 2040 during normal year scenarios. Available water supply will be reduced during single and multiple drought years. Implementation of the Cal Water Service's water shortage contingency plan (and other conservation measures) will reduce the demand for water in the District during years of drought. Additionally, Cal Water's development of alternative water supplies also ensures that there would not be a water deficit.

The proposed project falls below the 500-dwelling unit and 500,000 square foot office use thresholds for preparation of a water supply assessment by a local provider, in line with Senate Bill 610 and CEQA Guidelines Section 15155. Although the project would not require a water supply assessment to comprehensively analyze its water use impact, the project would intensify the demand for water use on the project site when compared to its current use.

Applying the CalEEMod land uses High Turnover Sit Down Restaurant and General Office Building, the project would result in an estimated water demand of approximately 21,884 gpd (refer to Appendix E). As discussed in Section 4.19.1.2 Existing Conditions, the existing development on-site consumes approximately 1,700 gpd. Thus, the project would result in an increase of 20,184 gpd over baseline conditions. However, this increase would not prevent Cal Water from meeting its customers' water demands, as the proposed water demand for the project is in line with growth assumptions used in the most recent 2021 UWMP, which forecasts demand and supplies 20 years, based on the adopted General Plan, with which the proposed project is consistent.

The proposed project would be required to comply with various City policies established to reduce water use in addition to the City's Green Building Codes, Water Conservation in Landscaping Ordinance, and Cal Water's Water Shortage Contingency Plan and water conservation measures. Adherence to these ordinances and measures would prevent excessive use of water and ensure the proposed project incorporates water saving measures into its building design.

The proposed project would not require additional water supply other than what is currently allocated for the City by the Cal Water Bayshore District. The demand from the Bayshore District as a whole was estimated to be 14,563 acre-feet per year in 2020 and forecasted to increase to 15,279 acre-feet per year in 2045. The volume of water supplied solely to the City of San Mateo by Cal Water was 10,904 acre-feet (3.6 billion gallons) in 2020. The estimated increase in water use on the project site will be minimal in comparison to the City's total demand (0.002 percent), let alone the demand of the entire District. In the event of dry year scenarios, the Bayshore District would enact

its Water Shortage Contingency Plan that would require water conservation measures district-wide to ensure that water supplies are not exhausted.

By implementing water conservation measures and ensuring applicable building codes are adhered to, the proposed project would not result in an excessive increase in water demand beyond what is already planned for in the Bayshore District. **(Less than Significant Impact)**

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The San Mateo WWTP has an ADWF design capacity of 15.7 mgd and a peak wet weather capacity of approximately 40 mgd. The current ADWF is approximately 11.6 mgd. The ADWF is expected to increase directly with the increase in population within the service area, resulting in an ADWF of 13.9 mgd by the year 2035. The expected increase in ADWF would not result in an exceedance of capacity at the treatment plant.

Based upon the CalEEMod standard estimate of wastewater comprising 85 percent of existing water use, the project is estimated to result in approximately 18,601 gpd of wastewater. As discussed in Section 4.19.1.2 Existing Conditions, the existing development generates approximately 1,500 gpd of wastewater. Thus, the project would result in a net increase of 17,101 gpd above baseline conditions.

On its own, the proposed project would not result in an exceedance of capacity at the San Mateo WWTP. The increase in wastewater from the proposed project would be consistent with expected growth metrics for employment in the City that were used to analyze impacts from planned development until 2030 under the General Plan. Additionally, the project would be subject to the following standard conditions of approval.

Condition of Approval UTL-1:

- In order to meet the increased demands on the Wastewater, a wastewater capacity charge, as established by San Mateo Municipal Code Chapter 7.38.065, is imposed on all new development to recover a proportionate share of costs for existing and future wastewater system facilities and assets from new or expanded connections to City wastewater systems. The applicable wastewater capacity charge is determined by use, wastewater flow, and wastewater strength loadings and the amount shall be established by City Council resolution. The fee shall be collected by the Public Works Department and paid prior to issuance of the first superstructure building permit. The fee shall be based on the most current adopted fee schedule at the time of payment.

The amount of wastewater generated on-site would not require the development of new or the expansion of existing wastewater treatment plants and would be adequately treated under the

existing system. Therefore, the proposed project would not significantly impact the wastewater treatment capacity of the City of San Mateo. **(Less than Significant Impact)**

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Based on CalEEMod assumptions for the proposed land uses, the project would generate approximately 96.5 tons of solid waste per year (refer to Appendix E). As discussed in Section 4.19.1.2 Existing Conditions, existing development generates approximately 9.8 tons of solid waste per year. Thus, the project would result in a net increase of approximately 86.7 tons per year compared to existing conditions.

Solid waste from the City of San Mateo is disposed of at Ox Mountain Landfill in Half Moon Bay, which is expected to reach its permitted capacity in 2034.[112] The City implements programs to reduce solid waste materials in landfills, and in 2015 achieved a landfill diversion rate of approximately 73 percent.[113] The project would not interfere with the City's goals of increasing measured waste diversion to 50 percent past 2020 and maximum diversion to 90 percent by 2050, as set forth by General Plan Policy LU-8.6. The proposed project will result in an increase in waste landfilled at Ox Mountain Landfill by 86.7 tons. However, given Ox Mountain Landfill currently receives 3,598 tons of waste per day and has a remaining capacity of 22,180,000 cubic yards, the landfill has sufficient capacity to serve the proposed project. **(Less than Significant Impact)**

e) Would the project be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

In addition to the solid waste generated by operation of the proposed mixed-use building, large amounts of construction waste would be generated during construction and demolition activities. At least 65 percent of this construction waste will be recycled, in compliance with the California Green Building Standards Code. Implementation of recycling measures during the construction and post-construction phases of the project would contribute to the City's compliance with the waste diversion requirements under state law. **(Less than Significant Impact)**

[112] CalRecycle. Solid Waste Facility Permit – Corinda Los Trancos Landfill (Ox Mountain). Accessed May 26, 2022. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223.
[113] City of San Mateo. "Recycling, Compost, and Garbage." Accessed February 5, 2024. http://www.cityofsanmateo.org/index.aspx?NID=2076.

4.20 Wildfire

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

State

Fire Hazard Severity Zones

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZs), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. FHSZs are divided into areas where the state has financial responsibility for wildland fire protection, known as state responsibility areas (SRAs), and areas where local governments have financial responsibility for wildland fire protection, known as local responsibility areas (LRAs). Homeowners living in an SRA are responsible for ensuring that their property is in compliance with California's building and fire codes. Only lands zoned for Very High Fire Hazard Severity Zones (VHFHSZ) are identified within LRAs.

4.20.1.2 *Existing Conditions*

Wildland fire hazards are located in the western hills within San Mateo City Limits. Undeveloped portions of the City's western hills are considered VHFHSZ.[114] These areas are subject to wildland type fires due to existing vegetation, particularly chaparral, the steep slopes and the temperate climate with dry summer months.[115]

The project site is within the City's urbanized downtown and is not located in a very high fire hazard severity zone.[116]

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

[114] California Department of Forestry and Fire Protection. *San Mateo County: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. November 2008. https://osfm.fire.ca.gov/media/5988/san_mateo.pdf.
[115] San Mateo 2030 General Plan, Safety Element. October 2010.
[116] California Department of Forestry and Fire Protection. *San Mateo County: Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. November 2008.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

4.21 Mandatory Findings of Significance

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

As discussed in prior sections of this Initial Study, the proposed project would not degrade the quality of the environment, substantially affect biological resources, or eliminate important examples of California history or prehistory with implementation of the identified conditions of approval and mitigation measures. As discussed in Section 4.4 Biological Resources, adherence to the City of San Mateo's Tree Preservation Ordinance and mitigation measures for impacts to nesting birds (MM BIO-1.1 and MM BIO-1.2) would reduce potentially significant impacts to biological resources to a less than significant level. As discussed in Section 4.5 Cultural Resources, adherence to City standard conditions of approval and mitigation measures for impacts to buried prehistoric or historic archaeological deposits (MM CUL-1.1 and MM CUL-1.2) would reduce potentially significant impacts to cultural resources to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Agricultural Resources, Mineral Resources, and Wildfire

As discussed in Sections 4.2, 4.12, and 4.20, the project would not impact agricultural and forest resources, mineral resources, or result in wildfire impacts. Therefore, the project would not contribute to a significant cumulative impact on these resources.

Aesthetics

The project is located on an infill site within a Transit Priority Area. Pursuant to SB 743 (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project would not, by statute, be significant. Other cumulative projects would also be within a transit priority area and presumed to have less than significant aesthetic impacts.

Biological Resources

The proposed project, in conjunction with cumulative projects, would not result in the loss of sensitive habitat. The project proposes to preserve all three existing street trees and would comply with General Plan policies regarding tree protection. Pre-construction nesting bird surveys are required as mitigation; therefore, the project would not contribute to a significant cumulative impact on migratory birds. Other projects in the vicinity would also be required to comply with the City's tree policies and would be required to implement similar mitigation measures to ensure cumulative impacts on migratory nesting birds are reduced to a less than significant level.

Cultural and Tribal Cultural Resources

The geographic area for cumulative impacts to cultural resources includes the project site and surrounding area because it is assumed disturbance in the project area would affect similar cultural and tribal cultural resources. Cumulative projects would involve excavation and grading or other activities that may affect unknown prehistoric cultural resources, tribal cultural resources, and/or historic resources. The project would comply with mitigation measures MM CUL-1.1 and MM CUL-1.2 which would require Worker Awareness Training, presence/absence testing, and completion of

an Archaeological Monitoring Plan and/or Archaeological Testing Plan to ensure no substantial adverse changes in the significance of an archaeological resource. Additionally, the City has a standard condition of approval (Condition of Approval CUL-1) that all projects would be subject to in order to ensure any human remains encountered during construction are subject to timely identification, analysis, and documentation to minimize disturbance to human remains. All projects would also be subject to federal, state, and local regulations pertaining to the protection of cultural resources. As a result, the cumulative projects (including the project) would not result in significant cumulative impacts to cultural and tribal cultural resources.

Air Quality, Energy, and Greenhouse Gas Emissions

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of San Mateo were developed such that a project-level impact would also be a cumulatively considerable impact. The project's cumulative criteria pollutant impacts are presented below.

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within one-quarter mile of the project site. These sources include busy surface streets (i.e., roadways that exceed 10,000 vehicles per day) and existing stationary sources identified by BAAQMD.

Modeling was completed to calculate the community health risk from the cumulative sources at the project MEIs. Refer to Appendix A for details about the cumulative health risk modeling, including model inputs and assumptions. Table 4.21-1 reports the cumulative community risk impacts from project construction and operation and other cumulative sources at the MEIs.

Table 4.21-1: Cumulative Community Risk Impacts at Off-Site MEIs

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Construction and Operation	0.50	0.19	0.0021
Existing Stationary Sources	15	0.20	0.046
Roadways	7.6	0.23	0.049
Railways	116	0.079	0.019
Foreseeable Cumulative Development (435 East 3rd Avenue and 500 east 3rd Avenue)	0.13	>0.001	>0.001
Total	139	0.70	0.12
BAAQMD Cumulative Source Threshold	*100*	*0.8*	*10.0*
Exceed Threshold?	**Yes**	**No**	**No**

Source: Ramboll US Consulting, Inc. *CEQA Air Quality and Health Risk Assessment for the 31-57 South B St. Commercial/Office Mixed-Use Project, San Mateo, California.* November 3, 2023.

As shown in Table 4.21-1, the cumulative annual $PM_{2.5}$ concentrations and HI for non-cancer health risks would not exceed BAAQMD's cumulative source thresholds. However, the cumulative annual cancer risks would exceed BAAQMD's cumulative source thresholds. As reflected in Table 4.21-1, the railway sources are the primary cause of the exceedance. The BAAQMD raster used to model the cumulative community risk impacts provides generalized risk estimates and estimated cancer risks for railway sources, which represents a screening-level analysis based on train schedules and 2020 fuel consumption rates. The BAAQMD raster does not account for the ongoing Caltrain electrification, anticipated to be completed in 2025. It is likely that the cumulative contribution from the rail line would decrease substantially once Caltrain electrification is completed. Thus, the identified concentrations of elevated cancer risks are considered to be conservative. Additionally, the project's contribution is below the single-source project-level thresholds, which BAAQMD has determined also represents a less than cumulatively considerable contribution to a cumulative impact. Therefore, the project would not have a cumulatively considerable contribution to a significant cumulative TAC impact within the project vicinity.

The project's contribution to cumulative climate change impacts was presented in Section 4.8 Greenhouse Gas Emissions as less than cumulatively considerable. Therefore, the proposed project would not make a substantial contribution to cumulative air quality or GHG emissions impacts. Similarly, the discussion of the project's energy impact also reflects cumulative conditions, since the project's consumption of electricity, natural gas, and gasoline was assessed in comparison with consumption at the state and county level. Therefore, the proposed project would not make a substantial contribution to cumulative air quality, energy use, or GHG emissions impacts.

Geology and Soils

As discussed in Section 4.7 Geology and Soils, with the implementation of the City's standard conditions of approval GEO-1 through GEO-4 and adherence with the CBC, development on the site would not result in significant geology and soils impacts and would not contribute to cumulative impacts to these resources, as the geologic issues are specific to the site, and do not have the potential to contribute to or combine with localized, specific conditions on other development sites across the City.

Hazards and Hazardous Materials and Hydrology and Water Quality

As discussed in Section 4.9 Hazards and Hazardous Materials, demolition of existing buildings on-site could result in the release of ACMs, LBPs, and PCBs. Implementation of mitigation measure MM HAZ-1.1 would require on-site screening for the presence of these building materials and require safe handling, removal, and disposal. Additionally, due to off-site sources of contamination, PCE and methyl chlorides are present in groundwater at concentrations exceeding residential ESLs but below commercial ESLs; and PCE, benzene, and methyl chloride are present in soil gas at concentrations exceeding residential ESLs but below commercial ESLs. Implementation of mitigation measure MM HAZ-2.1 would ensure any contamination is properly identified, characterized, removed, and disposed of, and the project would not result in cumulatively considerable impacts.

The cumulative hydrologic conditions are addressed by the MRP and City policies intended to cover development across the City of San Mateo. The project would incrementally reduce impervious surface area on the site, and would include stormwater treatment measures, while none are currently present, thereby improving conditions hydrologic conditions relative to the baseline. The project would not result in cumulatively considerable hydrology and water quality impacts.

Land Use, Population and Housing, and Public Services

Land uses in the City are primarily regulated through the City's General Plan and Municipal Code. As discussed in Sections 4.11 Land Use and 4.14 Population and Housing, the project is consistent with the General Plan designation for the site, would comply with the Municipal Code, and comply with applicable General Plan policies, mitigation measures and standard permit conditions described throughout this Initial Study to reduce environmental impacts to a less than significant level. Furthermore, the project does not include residential units and would not contribute to unplanned population/housing growth beyond what is planned in the General Plan and, therefore, would not contribute to cumulatively considerable population or housing growth.

Noise and Vibration

Cumulative noise impacts would include temporary construction noise from cumulative construction projects and permanent noise increase from traffic. There are two development projects located within 500 feet of the project site.[117] All projects in the vicinity of 31-57 South B Street are either approved or under construction. Since these other nearby projects would be constructed before the proposed project would start construction, the construction schedules would not overlap with the proposed project, and the cumulative construction impact would be less than significant since receptors would not experience the combined effects of the proposed project and the two nearby projects.

A significant cumulative traffic noise impact would occur if two criteria are met: 1) if the cumulative traffic noise level increase was 3 dBA L_{dn} or greater for future levels exceeding the normally acceptable threshold; and 2) if the project would make a "cumulatively considerable" contribution to the overall traffic noise increase. A "cumulatively considerable" contribution would be defined as an increase of 1 dBA L_{dn} or more attributable solely to the proposed project. Cumulative (no project) and cumulative plus project peak hour traffic volumes were included in the traffic study. When both the cumulative (no project) and cumulative plus project traffic volumes were compared to the existing peak hour volumes, an increase of 2 dBA L_{dn} or less was calculated along all roadway segments in the project vicinity. Since a 3 dBA L_{dn} was not calculated along any segments, the first criteria of the impact statement would not be met. Therefore, the project would not cause a significant cumulative noise increase at noise-sensitive uses in the project vicinity.

[117] 435 East 3rd Avenue (approved but not yet constructed) and 303 Baldwin Avenue (under construction).

Transportation

As noted in Section 4.17 Transportation, the project's VMT impacts are presumed to be less than significant as the project meets the definition of a small infill project near high quality transit, and therefore the project would not contribute to cumulative VMT impacts. Projects in the vicinity would similarly have less than significant VMT impacts given the presence of high-quality transit in the project area. Additionally, other projects within the Downtown Specific Plan Area would also be required to implement a TDM Plan that achieves a 25 percent reduction in vehicle trips. Therefore, the project impacts would not contribute to a cumulatively significant transportation impact.

Utilities and Service Systems

As previously described in Section 4.19 Utilities and Service Systems, the City would have sufficient water supply, wastewater treatment capacity, and landfill capacity to accommodate the project and further anticipated growth within the City. Any construction, relocation, or modifications of utility lines by cumulative projects would be subject to standard construction-related conditions of approval and would not result in a significant environmental effect. Therefore, the project would not contribute to significant utility and service systems impacts.

Temporary Construction Impacts

The proposed project would result in temporary air quality, biological, cultural, hazardous materials, and noise and vibration impacts during construction. The analysis of TACs considered cumulative sources within 1,000 feet per BAAQMD guidelines, and found that cumulative health risks would be above applicable health risk thresholds; however, the project's contribution is less than cumulatively considerable because the exceedance is primarily due to the railroad, and the project does not exceed the individual source threshold. With implementation of the conditions of approval, BMPs, and mitigation measures identified in this Initial Study for the impact areas identified, construction-level impacts would be mitigated to a less than significant level.

Based on the above analysis, the project does not have impacts that are cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)**

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

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human

beings include construction air quality, hazardous materials, and noise. The proposed project would adhere to General Plan policies and implement mitigation measures to reduce potential impacts to a less than significant level. As discussed in Section 4.3 Air Quality, adherence to the BAAQMD best management practices for construction dust control through implementation of Condition of Approval AIR-1 would reduce construction-related emissions to below BAAQMD thresholds. As discussed in Section 4.9 Hazards and Hazardous Materials, with implementation of a Site Management Plan as a condition of approval, construction activities would not result in a significant health risk to construction workers or the general public. As discussed in Section 4.13 Noise and Vibration, temporary noise and vibration impacts generated during the construction phase of the project would be reduced to less than significant levels with the implementation of the identified mitigation measures (MM NOI-1.1 and MM-NOI-2.1). No other direct or indirect adverse effects on human beings have been identified. **(Less than Significant Impact with Mitigation Incorporated)**

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The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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Section 6.0 Lead Agency and Consultants

6.1 Lead Agency

City of San Mateo
Community Development Department
- Manira Sandhir, Planning Manager and Zoning Administrator
- Steve Golden, Principal Planner
- Rendell Bustos, Senior Planner

6.2 Consultants

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
- Akoni Danielsen, President and Principal Project Manager
- Maria Kisyova, Project Manager
- Ryan Osako, Graphics Artist

Architectural Resources Group
Historical Resources Consultants
- Matthew Davis, Principal

BASIN Research Associates
Cultural Resources Consultants
- Colin Busby, Managing Principal

ECORP Consulting, Inc.
Greenhouse Gas Emissions Consultants
- Seth Meyers, Air Quality/Noise Lead
- Anaya Ward, Associate Air Quality and Noise Analyst

Fehr & Peers, Inc.
Transportation Consultants
- Matt Goyne, Principal Planner
- Alex Murray, Transportation Planner
- Samantha Ellman, Engineer/Planner

Illingworth & Rodkin, Inc.
Acoustics and Vibration Consultants
- Michael Thill, Principal Project Manager
- Carrie Janello, Senior Consultant

Ramboll

Air Quality Consultants

Michael Keinath, Principal and Service Line Lead

Liqiao (Vicky) Li, Senior Air Quality Consultant

Steer Group

Transportation Demand Management Specialists

Alexandra Doran, Senior Consultant

Julia Wean, Associate

Section 7.0 Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	asbestos-containing material
ALUC	Airport Land Use Commission
AMP	Archaeological Monitoring Plan
APN	Assessor's Parcel Number
ATP	Archaeological Testing Plan
ATCM	Asbestos Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
BASMAA	Bay Area Stormwater Management Agencies Association
Bay Area	San Francisco Bay Area
bgs	below ground surface
Btu	British Thermal Unit
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
Cal Water	California Water Service
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Standards Code
CBD	Central Business District
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations

CGS	California Geological Survey
CH_4	Methane
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
EZRI	Earthquake Zones of Required Investigation
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations or floor area ratio
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gases
GHGRS	Greenhouse Gas Reduction Strategy
GPP	Groundwater Protection Program
GWh	Gigawatt Hour
GWP	Global Warming Potential
HSP	Health and Safety Plan
HSWA	Hazardous and Solid Waste Amendments

L_{eq}	Energy-Equivalent Sound/Noise Descriptor
L_{max}	Maximum A-weighted noise level during a measurement period
LBP	lead-based paint
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LUST	Leaking underground storage tank
MBTA	Migratory Bird Treaty Act
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
mpg	Miles per Gallon
MSL	Mean Sea Level
MTC	Metropolitan Transportation Commission
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NO_2	nitrogen dioxide
NOA	Naturally Occurring Asbestos
NOD	Notice of Determination
NOI	Notice of Intent
NO_x	nitrogen oxides
NRHP	National Register of Historic Places
O_3	ozone
OITC	Outdoor-Indoor Transmission Class
ONMP	Operations, Maintenance, and Monitoring Plan
PCB	polychlorinated biphenyls
PCE	tetrachloroethylene
PCF	perfluorocarbon
PDA	Priority Development Areas

PG&E	Pacific Gas and Electric Company
PHC	methyl chloride
µg/L	microgram per liter
µg/m^3	microgram per cubic meter
PM	particulate Matter
PM_{10}	particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity
R&D	Research and Development
RAP	Removal Action Plan
RCRA	Resource Conservation and Recovery Act
RMP	Redevelopment Management Plan
ROG	Reactive Organic Gases
RPA	Registered Professional Archaeologist
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMCES	San Mateo County Environmental Health Services
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SMGB	State Mining and Geology Board
SMMC	San Mateo Municipal Coe
SMP	Site Management Plan
SO_x	Sulfur Oxides
SR	State Route
SRA	State Responsibility Area
STC	Sound Transmission Class
SWMP	Stormwater Management Plan
SWPPP	Storm Water Pollution Prevention Plan

SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
Title 24	Title 24, Part 6 of the California Code of Regulations
TSCA	Toxic Substances Control Act
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
VFHZ	Very High Fire Hazard Zones
VMS	Vapor Mitigation System
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
WAT	Worker Awareness Training
Williamson Act	California Land Conservation Act
WSA	Water Supply Assessment
ZNE	Zero Net Carbon Emission