

Initial Study

Concar Passage Mixed-Use Project

PA18-052



Prepared by the



In Consultation with



March 2020

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study (IS) has been prepared by the City of San Mateo as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et. seq.), and the regulation and policies of the City of San Mateo.

1.1.1 Background – Rail Corridor Transit-Oriented Development Plan

On June 6, 2005, the City Council adopted the San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan). The Plan identifies goals and objectives intended to facilitate Transit-Oriented Development (TOD) in the Corridor Plan Area, creating an integrated pattern of land use, urban design, and circulation that is compact, pedestrian-friendly, and promotes reliance on forms of transportation other than the automobile. The Corridor Plan has resulted in the creation of two TOD zones, Hayward Park Station and Hillsdale Station.

The project site is located in the Corridor Plan and is identified as part of the Hayward Park Station Area in the Corridor Plan. The Hayward Park Station TOD area allows predominantly residential uses, with some office, retail and services. Civic uses including public open space areas, multi-modal transit facilities and access ways and commuter parking facilities are also permitted in this area. As part of the Rail Corridor Plan process, two land use alternatives were developed representing low-end (Scenario A) and high-end (Scenario Z) development scenarios that could occur under the proposed policies of the Corridor Plan, as shown in Table 1.1-1 below. These scenarios were developed by the Rail Corridor Citizens Advisory Committee. Located within the Corridor Plan Area is the Bay Meadows Racetrack facility. The Bay Meadows Land Company proposed a Specific Plan Amendment (also known as Bay Meadows Phase II, adopted by the City in 2005) for the approximately 83-acre area consisting of the existing Bay Meadows Racetrack and associated facilities (the entirety of which is located within the Corridor Plan Area).

1.1.2 Rail Corridor Plan Environmental Impact Report

An Environmental Impact Report (EIR) was prepared to identify impacts that could potentially be generated by adoption and implementation of the City's Rail Corridor Plan. The San Mateo Corridor Plan and Bay Meadows Specific Plan Amendment EIR (Corridor Plan FEIR) assessed the impacts associated with the two separate, but related proposed actions: adoption of the Corridor Plan and adoption of the Bay Meadows Specific Plan Amendment. This document was both a Program EIR and a Project EIR, since the EIR studied both the Corridor Plan (a publicly-sponsored regulatory “program”) and the Bay Meadows project (a privately-sponsored development plan to be implemented through a regulatory program [Specific Plan] over multiple years that includes specific development components. The Corridor Plan FEIR evaluated all environmental impacts, including traffic, noise, air quality, biological resources, and land use for the year 2020, but did not evaluate GHG emissions generated, energy and tribal cultural resources impacts, as such analysis was not required at the time under CEQA, and they are now required due to later amendments to the statute and implementing Guidelines. The City Council certified the EIR in 2005 for the impacts associated with the Scenario “Z”.

Table 1.1-1: Corridor Plan Land Use Development Scenarios					
Corridor Subarea	Scenario A		Scenario Z		Built, Entitled or Pending Construction (as of September 2019)
Hayward Park Area					
New Housing <i>maximum density in subarea (units/acre):</i>	636 units (< 25 u/a)		1,725 units (< 74 u/a)		2,061 units (+336)
New offices	412,100	s.f.	762,100	s.f.	286,000 s.f.
New Retail	50,000	s.f.	150,000	s.f.	95,000 s.f.
Total new commercial (office & retail, independent of uses to be replaced)	462,100	s.f.	912,100	s.f.	381,000 s.f.
Bay Meadows Phase II Area					
New Housing <i>maximum density in subarea (units/acre):</i>	600 units (< 25 u/a)		1,900 units		1,145 units (-755)
New Offices	900,000	s.f.	2,777,000	s.f.	924,008 s.f.
New Retail	50,000	s.f.	200,000	s.f.	81,593 s.f.
Total new commercial (office & retail, independent of uses to be replaced) ¹	950,000	s.f.	2,977,000	s.f.	1,005,601 s.f.
El Camino Real Corridor					
New Housing <i>maximum density in subarea (units/acre):</i>	406 units (25-50 u/a)		406 units (25-50 u/a)		142 units (-264)
New Offices	254,848	s.f.	254,848	s.f.	0 s.f.
New Retail	355,831	s.f.	355,831	s.f.	129,264 s.f.
Total new commercial (office & retail, independent of uses to be replaced) ¹	610,679	s.f.	610,679	s.f.	129,264 s.f.
Corridor Total					
New Housing	1,642	units	4,031	units	3,348 units (-683)
New Offices	1,566,948	s.f.	3,793,948	s.f.	1,210,008 s.f.
New Retail	455,831	s.f.	705,831	s.f.	305,857 s.f.
Total new commercial (office & retail, independent of uses to be replaced) ¹	2,022,779	s.f.	4,499,779	s.f.	1,515,865 s.f.

1.1.3 2030 General Plan Update Environmental Impact Report

Subsequently, additional analysis has been prepared as part of the City of San Mateo General Plan (2009) to evaluate projected growth across the City up to the year 2030. In 2010, the City of San Mateo approved the General Plan Update, which is a long-range program for the future growth of the

City. The General Plan FEIR was a broad range analysis of the planned growth and did not analyze specific development projects. The intent was for the General Plan FEIR to be a program level document from which subsequent development consistent with the General Plan could tier. The General Plan FEIR also identified mitigation measures and adopted Statements of Overriding Consideration for all identified traffic and air quality impacts resulting from the maximum level of proposed development. Therefore, the proposed 961 residential units and approximately 40,000 square feet of ground floor retail have been evaluated in the 2010 General Plan FEIR at a program-level.

Tiering from Previous EIRs

In accordance with CEQA, this Initial Study, as part of the Supplemental Environmental Impact Report (SEIR), will supplement the 2005 Corridor Plan and tier from both the San Mateo 2030 General Plan FEIR and the Corridor Plan FEIR. The CEQA Guidelines contain the following information on tiering an environmental document:

§ 15152 – Tiering. (a) “Tiering” refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the EIR or negative declaration solely on the issues specific to the later project.

(b) Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequences of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

This IS and all documents referenced in it are available for public review in the Department of Planning, Building and Code Enforcement at San Mateo City Hall, 330 West 20th Avenue, during normal business hours.

1.2 NOTICE OF DETERMINATION

If the project is approved, 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

Concar Passage Mixed-Use Project

2.2 LEAD AGENCY CONTACT

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2.3 PROJECT APPLICANT

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San Francisco, CA 94114

2.4 PROJECT LOCATION

The 14.5 acre project site is located at the existing Concar Shopping Center and surface parking lot in the City and County of San Mateo, California. The site is bounded by Concar Drive to the north, S. Grant Street to the east, State Route 92 to the south, and S. Delaware Street to the west. The location of the project site is shown on the following figures:

- Figure 2.4-1 Regional Map
- Figure 2.4-2 Vicinity Map
- Figure 2.4-3 Aerial Photograph and Surrounding Land Uses

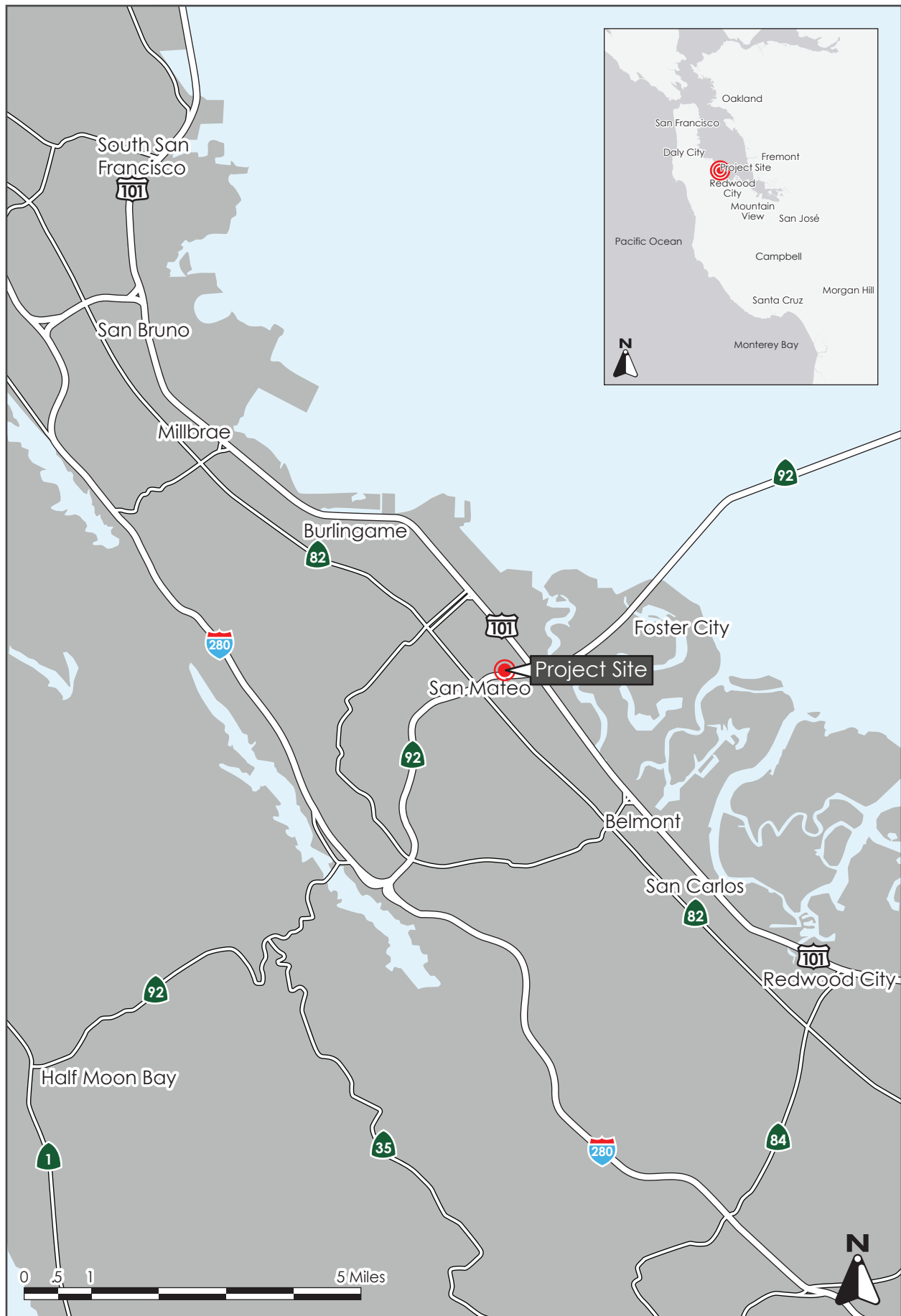
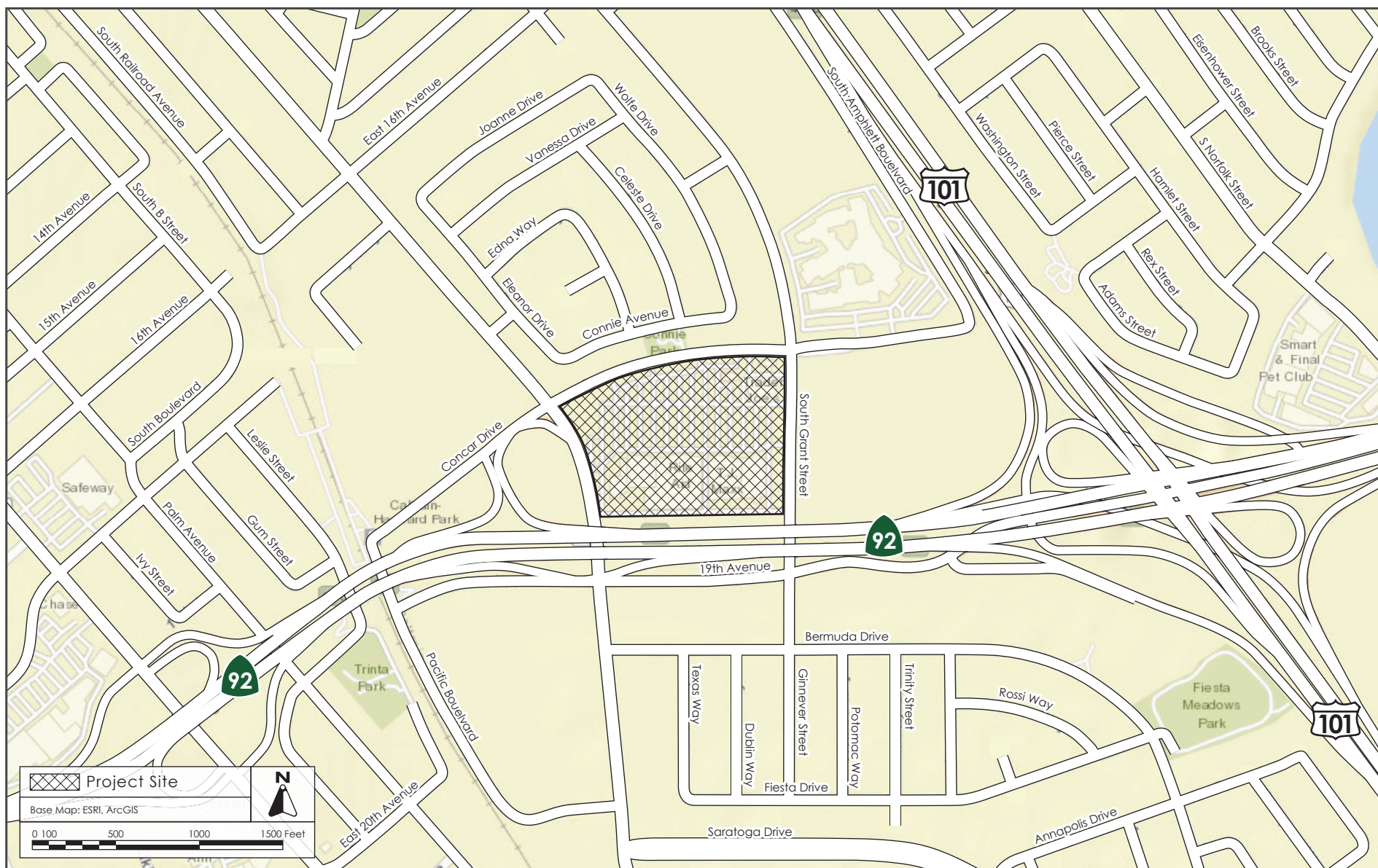
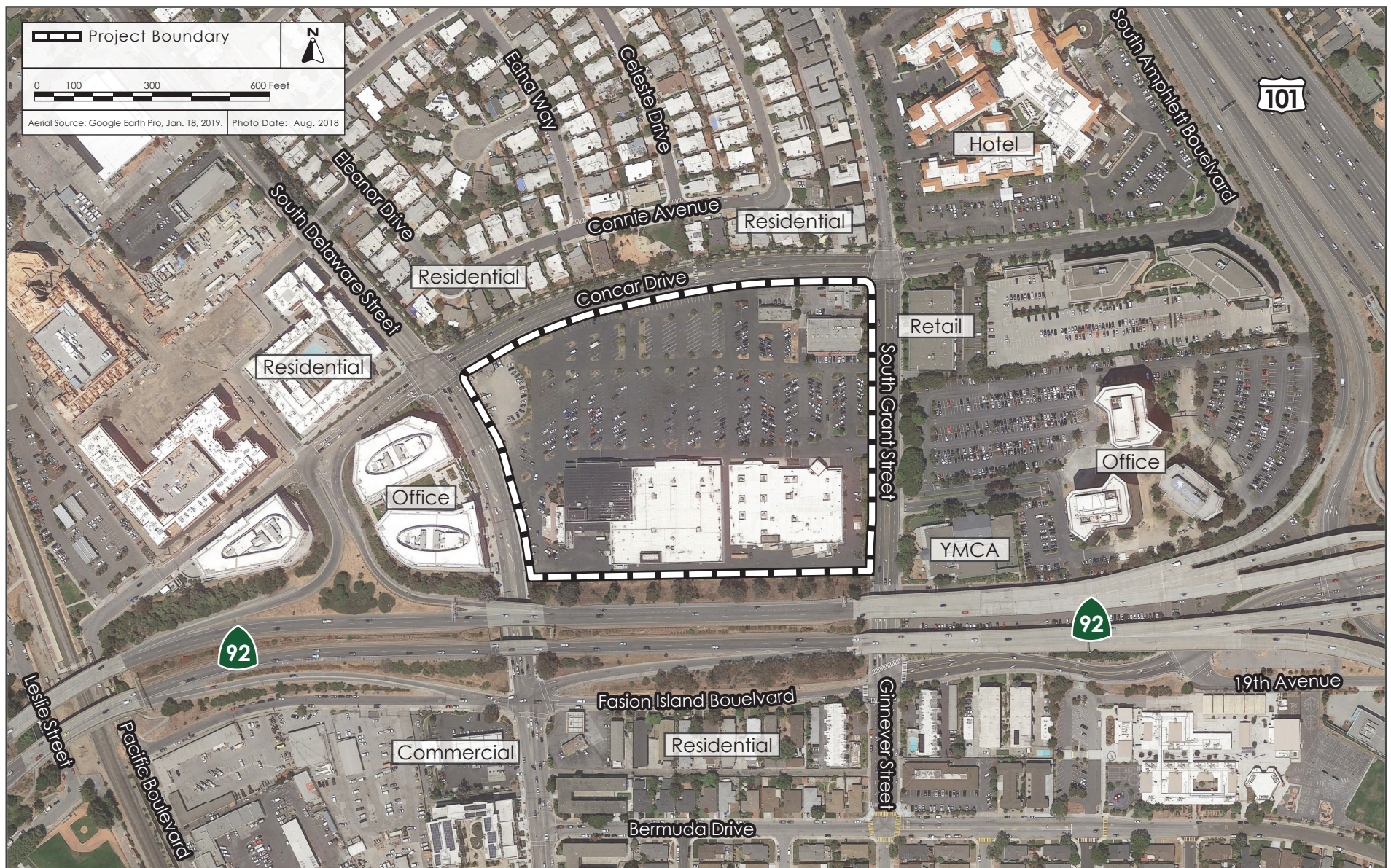


FIGURE 2.4-1



VICINITY MAP

FIGURE 2.4-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.4-3

2.5 ASSESSOR'S PARCEL NUMBER

035-242-090, 035-242-140, 035-242-160, 035-242-170, 035-242-200, 035-242-210, 035-242-190, 035-242-220

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

General Plan Land Use Designation: *Transit-Oriented Development*

Zoning: *TOD-Transit Oriented Development*

2.7 HABITAT PLAN DESIGNATION

There is no applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan for the City of San Mateo.

2.8 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Site Development Planning Application
- Site Plan and Architectural Review
- Vesting Tentative Map
- Public Works Permits (e.g., grading, building, encroachment, discharge)
- Development Agreement

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

The project site is the approximately 14.5-acre (631,854 square feet) Concar Shopping Center and surface parking lot in the City of San Mateo, California. The project site is currently improved with 165,000 square feet of retail space occupied by a variety of users including several commercial buildings, a convenience store, a recycling center, a restaurant, and a dance studio. The existing shopping center consists of six buildings with perimeter parking, as shown on Figure 2.4-3. The site is surrounded by residential uses to the north along Concar Drive, San Mateo Marriott hotel to the northeast, commercial uses and the Peninsula Family YMCA to the east along S. Grant Street, State Route 92 and 19th Avenue to the south, more office uses to the west along Delaware Street, and a newly-constructed multifamily residential complex to the northwest. The site is surrounded by primarily residential and office land uses. Figures 2.4-1 and 2.4-2 contain regional and vicinity maps of the project site, respectively, and Figure 2.4-3 shows an aerial photograph with surrounding land uses.

The site is designated as *Transit-Oriented Development* under the City's General Plan and is zoned *TOD-Transit Oriented Development*. The Project Site is located in *Area 2* of the Hayward Park Station TOD Overlay Zone of the San Mateo Rail Corridor Transit Oriented Development Plan (Corridor Plan) and is designated as Neighborhood/Commercial Retail/Residential with a band of Ground Floor Retail along Concar Drive and High-Density Residential/Office along Delaware Street.

3.2 PROPOSED DEVELOPMENT

3.2.1 Site design

The project proposes to demolish the existing 165,000 square foot retail strip center and adjoining surface parking lot and redevelop the site with residential mixed-use transportation-oriented development walkable to the Hayward Park CalTrain Station, with one level of below-grade parking. Figure 3.2-1 through Figure 3.2-7 show the site plan, building elevations and site sections.

3.2.1.1 *Residential*

The proposed project includes 961-units (including 954 apartments and seven live-work units). Consistent with affordable housing requirements in the City of San Mateo, the project would provide ten percent (73 apartments) affordable units onsite to very low-income families. As an additional community benefit, the applicant proposes to make an additional 36 units, or five percent of the base density units, at Moderate Income levels throughout the project site. Under State Density Bonus Law, the affordable units would qualify the project for a 32.5 percent density bonus and one incentive/concession. This bonus allows an additional 236 units above the 725 units allowed under the General Plan and Corridor Plan, for a total of 961 units. In addition, State Density Bonus Law provides parking standards for density bonus projects. The maximum height of the buildings would be approximately 55 feet, with massing along Concar Drive reduced to 35 feet (See Figure 3.2-8).

The Project would also provide 31,080 square foot of residential amenities, including lounge areas, fitness and yoga centers, and bike depots.

3.2.1.2 *Commercial*

The project includes approximately 40,000 square foot of retail uses, including the “SEED” food hall, Peninsula Ballet Theatre administrative space, performance space, restaurant, retail space, and a day care center. The Trader Joe’s, 7-Eleven, and the Ballet Theatre will remain as tenants within reconstructed spaces. The project proposes a 4,500 square feet commercial space on Concar Drive for daily administrative operations and an additional 3,100 square feet performance space on S. Delaware that would be available to the Ballet. The day care center would be located in a separate building along Grant Street, adjacent to the YMCA. It would include a 5,060 square feet day care facility for approximately 70 children (beyond the project’s projected demand) and 4,830 square feet of protected play area dedicated to the day care.

In total, the Project would result a net increase of 961 units (including 31,080 square feet in interior amenities) and a net decrease of 125,600 square feet commercial uses.

3.2.1.3 *Transit-Oriented Development*

The project Site is located within ½ mile of the Hayward Park Station TOD Overlay Zone of the Rail Corridor Plan. The center for the proposed community is a public/private mobility hub called The Depot that will facilitate a non-auto dependent style of living for the residents of the project and for all the surrounding neighborhoods. The Depot will combine with the public passages intersecting the site from all directions to frame the Hub that will total over four acres of publicly accessible parks and paseos.

3.2.2 Tree Removal and Landscaping

Construction of the proposed project would remove all existing 64 trees (eight “Heritage Trees” ” and 56 others) and would replace them with landscaping including 319 trees, shrubs, turf, and bioretention areas around and throughout the project site (refer to Figure 3.2-9). None of the species present were native to the San Mateo area. The project provides 6.83 acres of open space area (4.67 accessible to the public and 2.16 acres available to residents). The project also includes a pedestrian connection to the 19th Avenue neighborhood to the north, the Medallia office to the west and the YMCA/Office buildings to the east.



Source: MVE Partners, June 14, 2019.

CONCEPTUAL SITE PLAN

FIGURE 3.2-1



North Elevation



South Elevation



West Elevation

Source: MVE Partners. June 14, 2019.

BUILDING B1 ELEVATIONS

FIGURE 3.2-2





BUILDING B3 ELEVATIONS

FIGURE 3.2-4



Source: MVE Partners, June 14, 2019.

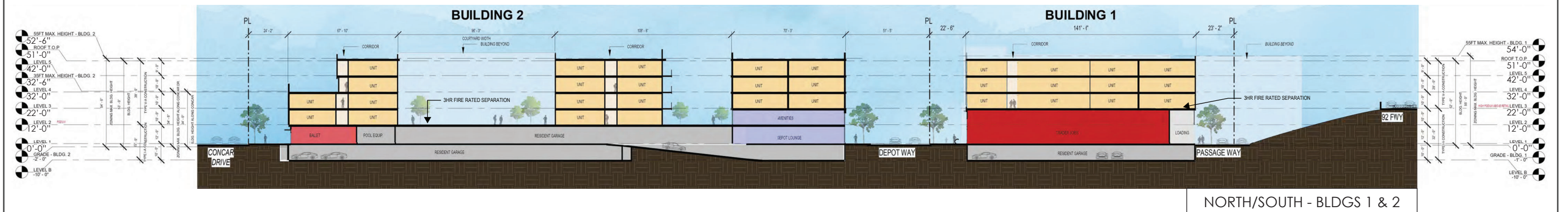
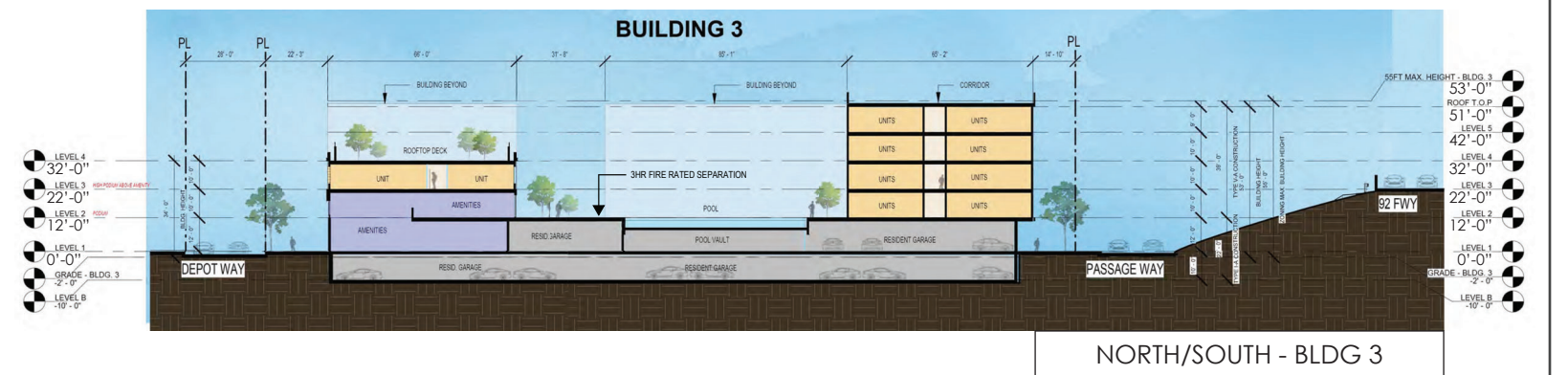
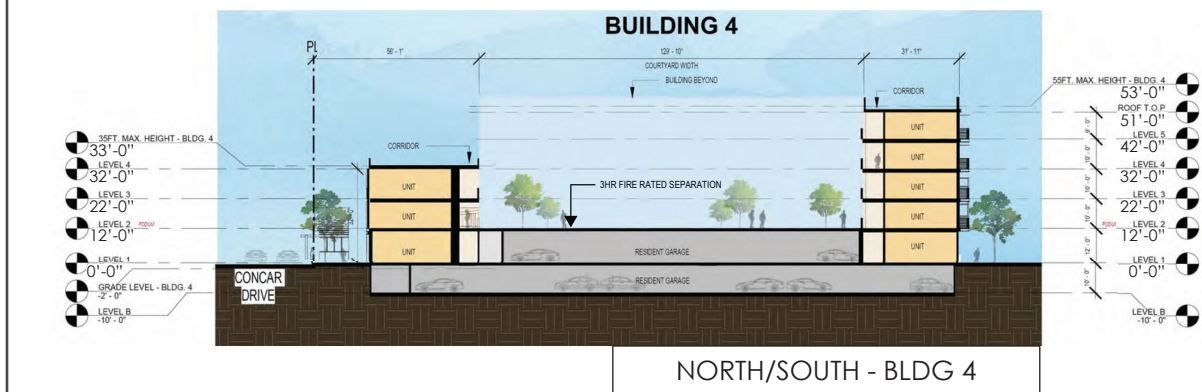
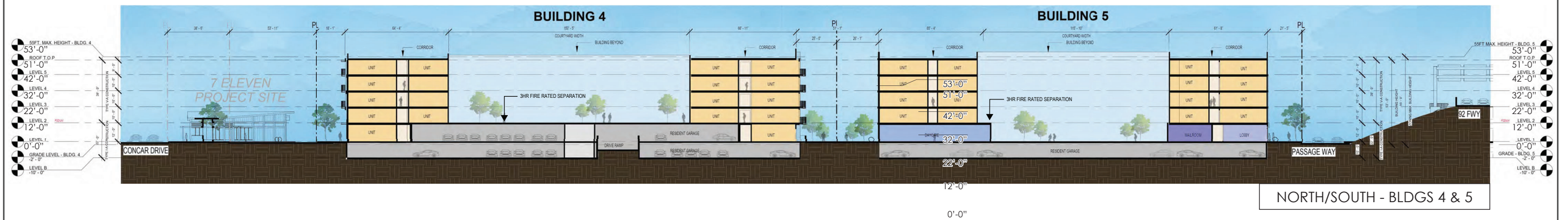
BUILDING B4 ELEVATIONS

FIGURE 3.2-5



BUILDING B5 ELEVATIONS

FIGURE 3.2-6



- AMENITIES
- RETAIL
- CORRIDOR
- UNITS
- GARAGE

Source: MVE Partners. June 14, 2019.



Source: MVE Partners. June 14, 2019.

HEIGHT DIAGRAM

FIGURE 3.2-8

PLANTING GROUPS

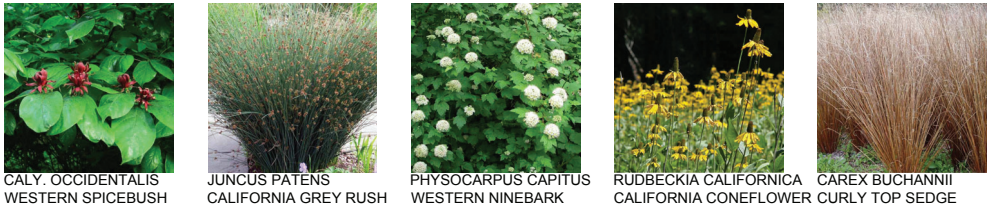
GROUP A



GROUP B



GROUP C

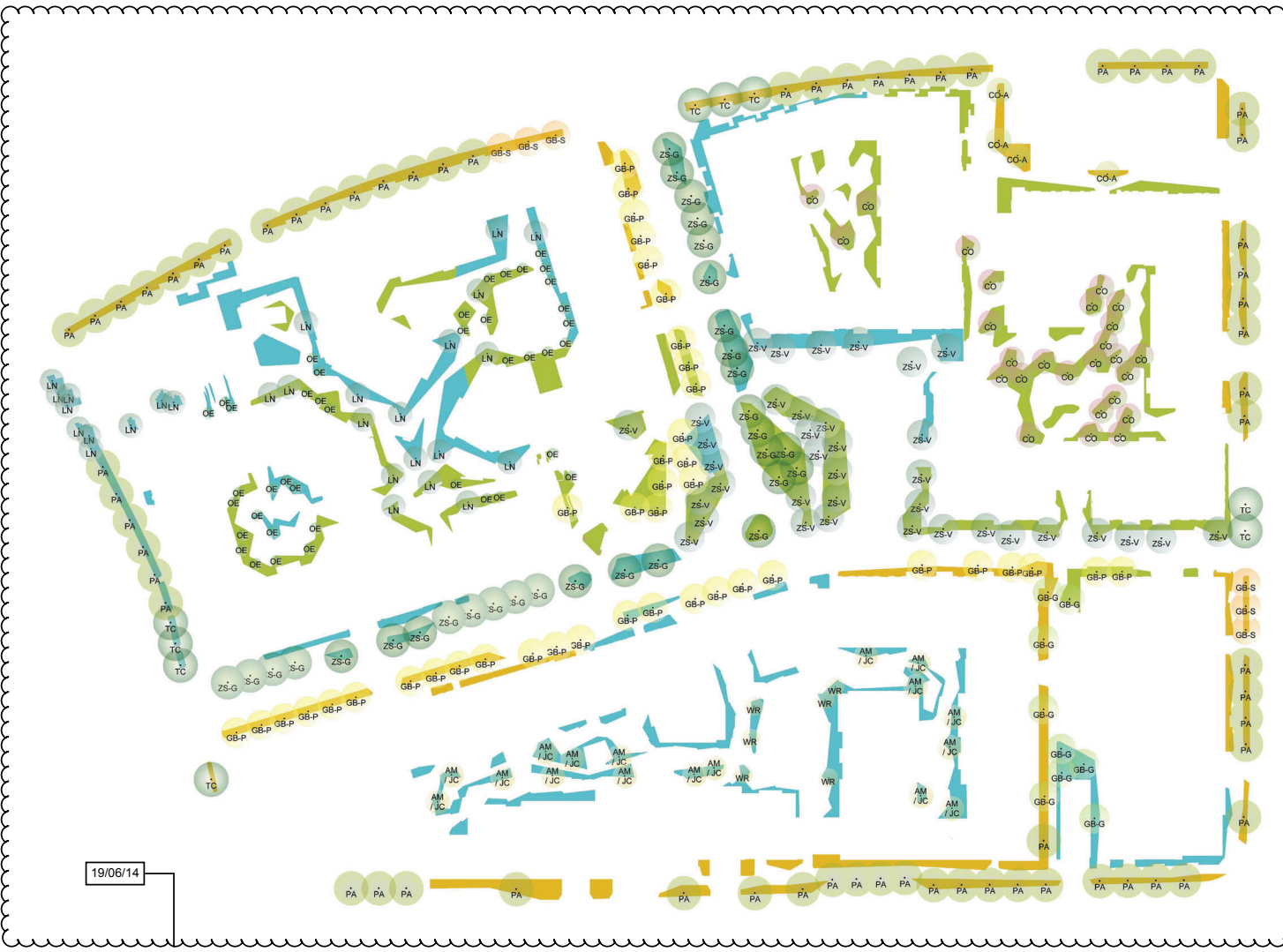


PROPOSED TREES

- ZS-V ZELKOVA SERRATA 'VILLAGE GREEN' VILLAGE GREEN ZELKOVA
- ZS-G ZELKOVA SERRATA 'GREEN VASE' GREEN VASE ZELKOVA
- TC TRISTANIA CONFERTA BRISBANE BOX
- GB-P GINKGO BILOBA 'PRINCETON SENTRY' PRINCETON SENTRY GINKGO
- GB-G GINKGO BILOBA 'GOLDEN COLONNADE' GOLDEN COLONNADE GINKGO
- GB-S GINKGO BILOBA 'SARATOGA' SARATOGA GINKGO
- PA PLATANUS ACERIFOLIA 'COLUMBIA' COLUMBIA SYCAMORE
- AM / JC ARCTOSTAPHYLOS MANZANITA COMMON MANZANITA
- AM / JC JUNIPERUS CALIFORNICA CALIFORNIA JUNIPER
- OE OLEA EUROPA 'SWAN HILL' SWAN HILL OLIVE
- LN LAURIS NOBILIS 'SARATOGA' SARATOGA BAY LAUREL
- CO CERIC OCCIDENTALIS WESTERN REDBUD
- CO-A CERCIS OCCIDENTALIS 'ALBA' WHITE WESTERN REDBUD
- WR WASHINGTONIA ROBUSTA MEXICAN FAN PALM

PLANTING LEGEND

GROUP	BOTANICAL NAME / COMMON NAME	PLANTED SIZE	MATURE SIZE	WUCOLS
A	ARCTOSTAPHYLOS SP. MANZANITA	1-5 G	VARIABLES	LOW
A	ROSMARINUS OFFICINALIS ROSEMARY	3-5 G	4' X 4'	LOW
A	LAVANDULA OFFICINALIS LAVENDER	1 G	3' X 3'	LOW
A	PITTOSPORUM SP.	5 G - 10 G	VARIABLES	LOW
A	PHORMIUM TENAX NEW ZEALAND FLAX	5 G	5' X 5'	LOW
B	CAREX NUDATA DUDLEY'S SEDGE	1 G	2'-6" X 2'-6"	LOW
B	MYRICA CALIFORNICA CALIFORNIA WAX MYRTLE	5 GAL.	3' W X 6' T	MODERATE
B	VACCINIUM OVATUM CALIFORNIA HUCKLEBERRY	1 G - 5 G	3' X 3'	MODERATE
B	CHONDROPETALUM TECTORUM CAPE RUSH	1 G	1' X 3'	LOW
B	POLYSTICHUM MUNIUM WESTERN SWORD FERN	1 G - 5 G	3' X 3'	MODERATE
C	CALCYANTHUS OCCIDENTALIS WESTERN SPICE BUSH	5 G - 10 G	4' X 6'	MODERATE
C	JUNCUS PATENS SPREADING RUSH	1 G	1' X 3"	LOW
C	PHYSOCARPUS CAPITUM WESTERN NINEBARK	5 G	3' X 6'	LOW
C	RUDBECKIA CALIFORNICA CALIFORNIA CONEFLOWER	1 G	1' X 2'	MODERATE
C	CAREX BUCHANANII CURLY TOP SEDGE	1 G	1' X 2'	MODERATE



PLANTING PRECEDENTS



ORNAMENTAL PLANTING

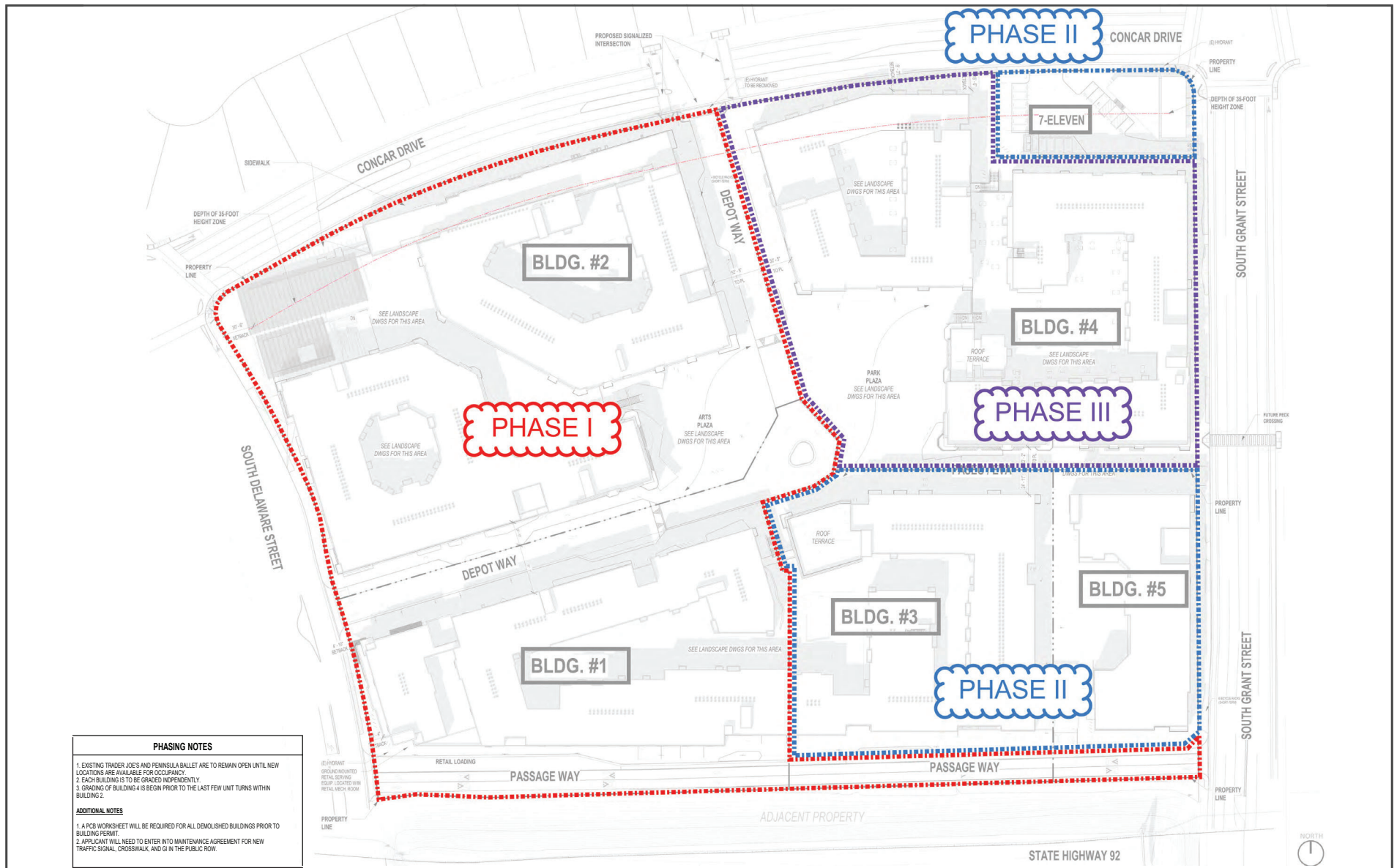


STREETSCAPE PLANTING



STORMWATER PLANTING

Source: FLETCHER STUDIO LANDSCAPE ARCHITECTURE.



PHASING PLAN

FIGURE 3.2-10

3.2.3 Site Access and Parking

The project would provide a total of 1,343 on-site spaces for the residential uses, including visitor parking, and 255 parking spaces for the retail uses. In total, the project would provide 1,598 parking spaces. The project would also provide 1,032 secured long-term bicycle spaces and 78 short-term spaces.

The project would provide two new private streets: Depot Way (900 feet in length and 28 feet wide) and Passage Way (850 feet in length and 26 feet wide). Vehicle access would be provided to the project site from Delaware Street, Concar Drive and Grant Street with a private road connecting Delaware and Concar through the site called Depot Way. Bicycle and pedestrian access would be provided to the project site by protected bike intersections at Concar/Delaware and Concar/Grant, Class IV separated bike lanes on Concar Drive, Delaware Street and Grant Street, as well as a mid-block pedestrian crossing on Grant Street. Protected and/or separated bike facilities would allow residents to travel from the site to key destinations without interference with motor vehicle traffic. Delivery vehicle access would be provided to the project site from Delaware Street and Grant Street with a private road connecting both streets through the site called Passage Way as shown in Figure 3.2-1.

3.2.4 General Plan and Zoning

The Land Use Designation for the site in the City's General Plan is *Transit Oriented Development*. Land uses within this area should be transit supportive, including multi-family housing and major employment centers. Retail uses are intended to be convenience oriented, such as, but not limited to shops which carry smaller goods, cafes, newsstands, dry cleaners, neighborhood grocery stores, specialized services and shops such as daycare, bicycle shops, art stores, or similar uses. These uses should be developed within larger mixed-use buildings, combined with residential or offices uses. Childcare facilities and daycare centers should be incorporated within employment centers and multi-family projects. The current zoning of the site is *TOD (Transit Oriented Development)*. The purpose of the *TOD* District is to implement the TOD policies of the Rail Corridor Plan and encourage more intensive development within walking distance of transit stations. TOD is intended to provide for an integrated mix of land uses that support transit use through site design that enhances accessibility to stations and is supportive of pedestrian and bicycle use. The proposed project is consistent with the existing General Plan and Zoning designation of the site.

3.2.5 Utility Improvements

There are two existing 12-inch Reinforced Concrete Pipe (RCP) storm drain lateral connections to the site along Concar Drive and two, 12-inch RCP and 18-inch RCP storm drain lateral connections to the site along Grant Street. The project currently doesn't have any storm treatment and management features, and so urban runoff flows off the site without treatment or detention. The project proposes to incorporate bio-retentions and podium planters to treat the site's impervious area (see Figure 4.10-1). Storm drainage from the bio-retention basins and podium planters, would be connected to the existing catch basins on Grant Street, Delaware Street, and Concar Drive.

Wastewater from the project site would be directed to two six-inch Vitrified Clay Pipe (VCP) lateral connections to the site along Delaware Street, three six-inch VCP lateral connections to the site along Concar Drive, and three six-inch VCP lateral connections to the site along Grant Street. The project site is served by an eight-inch and four-inch fire service lateral from the 10-inch Asbestos Concrete

(AC) main along Grant Street and a 10-inch fire service lateral from the 10-inch AC main along Delaware Street. The project site would be served by separate lateral connections to the water main for both fire sprinkler and fire hydrant services along Concar Drive, Delaware Street, and Grant Street.

3.2.6 Demolition and Construction

Construction activities are expected to commence in 2020 and be completed by 2025. Construction will occur in three phases, maintaining occupancy in the buildings during the construction period (see Figure 3.2-10). Construction activities associated with the proposed project include site clearing and demolition (e.g., removing existing vegetation and trees and the existing structures on the project site), utility connections (e.g., new lateral connections to the existing water, sewer, and storm drain mains), building construction, frontage improvements (e.g., new street trees, new curb, gutter, sidewalk and driveway construction and placing existing overhead utility lines underground), and landscaping on the site. The project area would be graded, with a cut of 117,820 cubic yards (c.y.) of soil and fill of 970 c.y. of soil. Therefore, no more than ten feet of cut and 3.5 feet of fill is planned for site development. The project construction is assumed to use all Tier 4 off-road equipment. During construction, all staging activities (e.g., equipment and material storage) would occur on the project site. The construction workers would park on the project site and in the project area.

During construction, all staging activities (e.g., equipment and material storage) would occur on the project site. The construction workers would park on the project site and in the project area.

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-1.3 refers to the third 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

Scenic Highways Program

The California Scenic Highway Program 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. State laws governing the Scenic Highway Program are found in the Streets and Highway Code, Sections 260 through 263.

In San Mateo County, there are three state-designated scenic highways, including California State Route 1 (SR-1) segment between south of Half Moon Bay to the Santa Cruz County line (approximately nine miles west from the project site), Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County Line (approximately 3.5 miles west from the project site), and California State Route 35 segment between State Route 92 (SR-92) intersection to Santa Cruz County Line (SR35) (approximately 3.5 miles west from the project site). There are no state-designated scenic highways in the City of San Mateo.¹

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 includes several important changes to CEQA that apply to transit-oriented developments, including aesthetics and parking. Specifically, with regard to parking, SB 743 requires that the parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. A project's aesthetic (and parking) impacts will no longer be considered significant impacts on the environment if:

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

¹ California Department of Transportation. *California Scenic Highway Mapping System*. Accessed: February 5, 2019. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

^[1] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within one-half 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 adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." 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. "Changes to CEQA for Transit Oriented Development – FAQ." October 14, 2014. Accessed: May 1, 2018. Available at: <http://www.opr.ca.gov/ceqa/updates/sb-743/transit-oriented.html>.

The exemption for aesthetic impacts does not include impacts to historic or cultural resources, however. Local governments retain their ability to regulate a project's transportation, aesthetics, and parking impacts outside of the CEQA process. Amendments to the CEQA Guidelines to address SB 743 took effect in December 2018. The project site is a mixed-use residential development located on an infill site within a Transit Priority Area. Therefore, project's aesthetic impacts are not to be considered significant impacts on the environment as the provisions of SB 743 would apply to the project.

Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Alameda de las Pulgas, Crystal Springs Road, Polhemus Road, and State Route 92 are County-designated scenic roads.²

City of San Mateo General Plan

The City of San Mateo General Plan does not designate any roadways in the City as locally scenic. Applicable General Plan policies related to aesthetics include, but are not limited to, the following listed below.

Policies	Description
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 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.
UD 2.2	<i>Building Scale.</i> Ensure that new multi-family developments respect the existing scale of the neighboring buildings by providing a change in the building face at spacings common to existing buildings and by stepping down building height towards the street to more closely match the height of existing buildings.
UD 2.3	<i>Style and Materials.</i> Encourage the design of new multi-family developments in areas with a dominant building style or dominant type of exterior building materials to complement the style and incorporate the common materials of the area.
UD 2.7	<i>Respect Existing Scale.</i> Encourage new commercial development to respect the scale of surrounding buildings by providing breaks in the building face at spacings common to buildings in the area and by stepping back upper floors.
UD 2.9	<i>Pedestrian Oriented Design.</i> On retail commercial projects, designate pedestrian activity as a priority through the design and provision of adequate sidewalk widths, locating windows along ground floor street facades, trees and awnings, and human scale construction materials and features.
UD 2.16	<i>Design and Placement of Solar Access and Panels.</i> Encourage applicants to incorporate solar energy systems into their projects. Building owners can minimize non-renewable heating and cooling methods and maximize solar heat gain by using solar panels and innovative building design features such as the use of overhangs, having south-facing windows and planting trees that provide shade. Important considerations in the design and placement of solar panels include: <ul style="list-style-type: none"> a. Building placement and adjacencies should be considered such that they do not unreasonably affect the solar access of neighboring residential properties.

² San Mateo County. *General Plan*. November 1986.

Policies	Description
	<ul style="list-style-type: none"> b. Solar panels and other roof-mounted equipment should be integrated into building design so as to not detract from the appearance of a home and reduce obtrusiveness. c. Roof-mounted solar energy equipment and panels should be located below ridgelines and on sides of roof and away from street view wherever possible. Non-glare and non-reflective type panels should be utilized. <p>The design and placement of roof-mounted solar panels should account for the heights of existing trees and future growth. This applies to both trees on-site and neighboring properties, including Heritage trees and street trees.</p>

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 new building construction, projects involving historic buildings within the Downtown Specific Plan area, and duplexes. SPAR 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.

Measures H and P

In November 1991, the voters adopted an initiative (Measure H), which amended the General Plan. Measure H made several changes to the General Plan, primarily directed at reducing maximum heights and densities for residential and most non-residential uses, while increasing the City's commitment to providing affordable housing. Measure H generally provided maximum heights of 55 feet and densities of 50 units per acre.

In November 2004, the voters adopted Measure P, which was an extension of Measure H. This extension to 2020 included updates, clarifications, and some changes to Measure H. Significant provisions of Measure H were maintained. The City's Zoning Code was amended to reflect the land use policies and text contained in the General Plan to conform to the provisions of Measure H and Measure P.

4.1.1.2 *Existing Conditions*

Project Site

The 14.5-acre project site is located on the south side of Concar Drive and north of SR 92 between S. Grant Street on the east and S. Delaware Street on the west, in the City of San Mateo. The Project site is currently improved with six single-story buildings, which include retail stores, a grocery store,

a ballet studio, and a restaurant. The majority of the exterior areas surrounding the buildings are improved with associated asphalt driveways and parking areas on all sides.

640-666 Concar Drive

The large single-story commercial structure at 640-666 Concar Drive houses two retail stores and is L-shaped in plan. It features large storefront windows, rhythmic columns supporting wood beams at covered walkways, decorative mansard roofs and the walls feature stucco cladding and rock veneer cladding (See photo 1).

1855 S. Delaware Street

The one-story, A-frame commercial building at 1855 S. Delaware Street is irregular in plan. The wood-frame structure has stucco cladding and vertical wood siding, along with a rough rock veneer at its base. At the north and south ends of the building the wood siding is bisected by diagonal wood elements which create a diamond and triangle pattern. Red composite roof shingles clad the steeply pitched roof of the A-frame (see Photo 2).

1850-1880 S. Grant Street

The one-story, commercial structure at 1850-1880 S. Grant Street is irregular in plan and houses two retail units. The building is primarily stucco clad. A wide horizontal decorative band wraps the building and helps identify the two units on the exterior—the western store has a simple stucco band which is painted a different color than the rest of the building, while the eastern store features a band with more detailing. Round stucco-clad columns support the bulky projecting overhang at the western entry. This also is stucco-clad and features signage for the store. The entrance at the eastern portion of the structure is comprised of a red cube which features rounded corners and is attached to the main building at a 45-degree angle. This allows for two entrance doors into the building. The entry structure is slightly taller than the main building (See Photo 3).

678 Concar Drive

The one-story, commercial structure at 678 Concar Drive is rectangular in plan. The stucco-clad building is divided into bays by vertical elements. A wood shingle clad mansard roof wraps around the northwest corner of the building and overhangs a walkway. This mansard roof creates a parapet at the front (north façade) of the building which hides the flat roof and the mechanical units (Photo 4).

690 Concar Drive

Constructed in 1973, the one-story, stucco clad commercial building at 690 Concar Drive is T-shaped in plan. The structure features a mansard roof which is set back from the exterior walls by several feet. Standing seam metal roofing clads the structure and the upper few feet of the walls. Doors and windows are aluminum sash. A bulky stucco clad canopy supported by a metal post shelters the entry on the west façade (Photo 5).

1820 S. Grant Street

Constructed in 1991, the one-story, commercial building at 1820 S. Grant Street is rectangular in plan. The stucco-clad structure has a flat roof. The entry and exit doors to the store are located on the south façade near the center of the building. All door assemblies and window assemblies are multi-lite aluminum sash. Multi-lite window assemblies adorn the east and west facades. Canopies supported by a box-like metal frame are located above the doors. Similar box-like metal structures, at and above the canopy level, are located around the building, but lack the fabric material. Found above windows and on the main (south) façade, these metal elements are more decorative and sculptural in nature. Above the entry door the metal structure has been fabricated to create a tower that is mounted to the roof (See Photo 6).

The northwestern portion (1801 South Delaware Street) of the property is currently a vacant unimproved lot surrounded by a chain link fence (Photo 7). Small landscaped areas are also located sporadically throughout the project site. Stormwater that falls on the site flows into several storm drains that were observed throughout the paved parking areas. Several light poles are dispersed throughout the site.

Surrounding Land Uses

Development in the project area is a mix of office/commercial and residential land uses. The buildings vary in height from one story to 20 stories and utilize a variety of building materials, including stucco, concrete, and brick. The buildings also vary in age from mid-century to recent construction.

The project site is surrounded by residential uses to the north along Concar Drive, commercial uses to the northeast, retail and office uses and a YMCA to the east along S. Grant Street, hotel uses to the northeast, State Route 92 and 19th Avenue to the south, more office uses to the west along Delaware Street, and a newly-constructed multifamily residential complex to the northwest. Views of the surrounding areas are shown in Photos 8 through 10.

Scenic Views and Resources

The site is relatively flat with the ground surface elevations ranging from approximately Elevation 101 to 104 feet.³ The San Francisco Bay is not visible from the site. As discussed above in *Section 4.1.1.1*, the City does not contain any officially state-designated scenic highways, or City-designated scenic roadways. Nearby County-designated scenic highways include SR 1 (approximately 11 miles west of the project site), I-280 (approximately 3.5 miles west of the project site), and SR 35 (approximately 3.5 miles west of the project site). None of these roadways can be seen from the project site. Nearby County-designated scenic roads include SR 92 (adjacent to the site to the south of the project site), Alameda de las Pulgas (approximately four miles southwest of the site), Crystal Springs Road (approximately 3.3 miles northwest of the site), and Polhemus Road (approximately 2.8 miles southwest of the site). J. Hart Clinton Drive (approximately 1.2 miles northeast of the site) is also a local roadway that offers views of creeks, hillsides, the Bay, and San Francisco and East Bay skylines, among other sights. SR 92 can be seen from the project site. Alameda de las Pulgas, Crystal Springs Road, Polhemus Road, and J. Hart Clinton Drive are not visible from the site.

³ All elevations reference San Mateo City Datum plus 100 feet, except where noted.



Photo 1: 640-666 Concar Drive



Photo 2: 1855 S. Delaware Street



Photo 3: 1850-1880 S. Grant Street



Photo 4: 678 Concar Drive, north façade



Photo 5: 690 Concar Drive



Photo 6: 1820 S. Grant Street



Photo 7: Vacant Lot at 1801 S. Delaware Street.



Photo 8: View of the office uses to the west along S. Delaware Street and multifamily homes to the northwest of the project site.



Photo 9: View of retail uses to the east along S. Grant street and Marriott hotel to the northeast of the project site.



Photo 10: View of Concar Park to the north of the project site. Residential uses to the north are separated by a fence as shown in the picture.

Light and Glare

Sources of light and glare are abundant in the urban environment of the project area, including, but not limited to, street lights, parking lot lights, security lights, vehicular headlights, internal building lights, and reflective building surfaces and windows.

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:				
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views ⁴ of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact AES-1-4: The project would not result in significant aesthetic impacts. (Less than Significant Impact)

The *Corridor Plan FEIR* did not identify any visual impacts within or near the Plan areas, and concluded the future redevelopment would not impact those resources. The corridor plan notes that every individual project proposed in the Corridor Plan Area would have to go through subsequent review by the City, including a determination of consistency with the General Plan, to ensure that the proposed design would not significantly visually degrade the roadway corridors, focal points, and gateways noted in the City General Plan. As discussed above, the City does not contain any State designated scenic highways, however, the project site is in proximity to SR 92, which is a county-designated scenic road. The project site is partially visible from SR 92.

The project is a mixed-use residential development proposed on an infill site located 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

⁴ Public views are those that are experienced from publicly accessible vantage points.

aesthetics impacts of the project are not considered significant by statute. **(Less than Significant Impact: Not a CEQA Impact)**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

Williamson Act

The Williamson Act (California Land Conservation Act of 1965) enables local governments to enter into contracts with private land owners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, land owners receive property tax assessments which are lower than full market value of the property because they are based on farming and open space uses.

Farmland Mapping and Monitoring Program

The California Resources Agency's Farmland Mapping and Monitoring Program (FMMP) provides maps and data to decisions makers to assist them in making informed decisions regarding the planning of the present and future use of California's agricultural land resources.

Forest Land and Timberland

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.⁵ 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.⁶

4.2.1.2 *Existing Conditions*

The proposed project site is located in an urbanized area in the City of San Mateo and is surrounded by development. The project site has a *Transit-Oriented Development* General Plan designation and is zoned *TOD- Transit-Oriented Development*. It is not under a Williamson Act contract, and there are no existing agricultural or forestry resources on or in the vicinity of the site.⁷

⁵ 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)).

⁶ California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed April 26, 2019. <http://frap.fire.ca.gov/>.

⁷ California Department of Conservation, Division of Land Resource Protection. *San Mateo County Williamson Act FY 2006/2007*. 2012.

4.2.2

Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact AG-1: The project would not 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. (No Impact)

The Corridor Plan EIR did not identify any farmland or forestry resources within or near the Plan areas, and concluded the future redevelopment would not impact those resources. The project site is not zoned for agricultural uses and is designated as *Urban and Built-Up Land* in the *San Mateo County Important Farmland 2014* map. The project area does not contain designated *Prime Farmland, Unique Farmland, or Farmland of Statewide Importance*; therefore, the project would not directly or indirectly convert such lands to non-agricultural use.⁸ The project site is not zoned or used as forest land or timberland. For these reasons, the proposed project would not conflict with any existing agricultural or forest land zoning or uses, consistent with the findings of Corridor Plan FEIR and the General Plan FEIR. **(No Impact)**

⁸ California Department of Conservation, Division of Land Resource Protection. *San Mateo County Important Farmland 2016*. February 2018.

Impact AG-2: **The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. (No Impact)**

See discussion in Impact AG-1 above. **(No Impact)**

Impact AG-3: **The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. (No Impact)**

See discussion in Impact AG-1 above. **(No Impact)**

Impact AG-4: **The project would not result in a loss of forest land or conversion of forest land to non-forest use. (No Impact)**

See discussion in Impact AG-1 above. **(No Impact)**

Impact AG-5: **The project would not 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. (No Impact)**

See discussion in Impact AG-1 above. **(No Impact)**

4.3 AIR QUALITY

The project could result in significant impacts related to air quality. As a result, this section is discussed in detail in the SEIR and no further analysis will be provided in this Initial Study.

4.4 BIOLOGICAL RESOURCES

The following discussion is based in part on a Tree Assessment and Arborist Report prepared by *HortScience (Bartlett Consulting)* in August 2018. Copies of these reports can be found in Appendix C of the SEIR.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Migratory Bird and Birds of Prey Protections

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, a violation of the MBTA. Additionally, nesting birds are considered special-status species and are protected by the USFWS. The CDFW also protects migratory and nesting birds under California Fish and Game Code (CFGF) Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Local

City of San Mateo General Plan

Applicable General Plan policies related to biological resources include, but are not limited to, the following listed below.

Policies	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.

City of San Mateo Heritage Tree Ordinance

The City's Heritage Tree Ordinance (Chapter 13.52 of the Municipal Code) established the intent of preserving as many of these significant trees as possible through the regulation of removal and pruning. The Parks and Recreation Department of the City of San Mateo defines heritage trees as any of the following:

- Any bay (*Umbellularia californica*), buckeye (*Aesculus* spp.), cedar (*Cedrus*) or redwood (*Sequoia*) tree that has a diameter of ten inches or more at 48 inches above natural grade;
- Any tree or stand of trees designated by City Council as having historical or significant community benefit;

- A stand of trees in which each are dependent on the others for survival; and
- Any tree with a trunk diameter of 16 inches or more at 48 inches above natural grade.

A permit to remove a tree or trees shall only be issued by the Parks and Recreation Director upon application therefore, and after an investigation is made. Said application shall contain the number, location, and species of the trees to be removed, a brief statement of the reason for removal, a plot plan, as well as such other pertinent information the Parks and Recreation Director deems necessary in their investigation (City of San Mateo 2018).

City of San Mateo Municipal Code

Chapter 23.72.080 (a)(7) of the Municipal Code states the use of invasive plant species, such as those listed by the California Invasive Plant Council, is prohibited.

The City's Site Development Code (Chapter 23.40 of the Municipal 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
- 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.

4.4.1.2 *Existing Conditions*

The project site is fully developed with six commercial buildings, an asphalt surface parking lot and driveways, and associated landscaping. There are 64 trees, representing 15 species present on the site. Due to the extensive history of development on the project site, there is no native vegetation on-site. No rare, threatened, endangered, or special status species of flora or fauna inhabit the site.⁹

⁹ City of San Mateo. *San Mateo Rail Corridor Plan & Bay Meadows Specific Plan Amendment Draft Environmental Impact Report*. February 17, 2004.

4.4.2

Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact BIO-1: **The project would not 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. (No Impact)**

The Corridor Plan EIR did not identify any special-status species in the project area or areas immediately adjacent to the project area. In addition, the EIR concluded the project area does not include habitat that is considered suitable for any special status plants or animals within or near the Plan areas, and concluded the future redevelopment would not impact those resources.

The shopping center is in an urbanized area of San Mateo and is currently developed with an asphalt surface lot and six commercial buildings. The proposed project would replace the existing 165,000 square foot retail strip center and adjoining surface parking with a residential mixed-use transportation oriented development. 64 trees are found on the project site, which would also be removed and replaced as part of the proposed project. These construction activities would be limited to the previously disturbed and developed area within the shopping center and would not remove any habitat or impact any species. Therefore, impacts related to substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species would not occur. **(No Impact)**

Impact BIO-2: The project would not 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. (No Impact)

The Corridor Plan EIR identified mitigation measures for the projects that have a potential to cause fill or degradation of the 16th and 19th Avenue channels. The 19th Avenue and 16th Avenue channels, which are in the Corridor Plan Area, provide some foraging habitat for native species that are otherwise not expected in the project area including great egret, belted kingfisher, and green heron. Since the project is not adjacent to any of these channels, there would be no impact.

Leslie Creek is approximately 0.3 mile north of the project site and Borel Creek is approximately 0.3 miles south of the project site. Therefore, the new development would not infringe on the riparian corridor. No riparian habitat or other sensitive natural communities exist on or within the vicinity of the project site, and no bodies or courses of water to provide habitat for fish exist on, or adjacent to, the project site. The proposed project would not have any effect on off-site riparian habitat or sensitive communities. Therefore, impacts related to a substantial adverse effect on any riparian habitat or other sensitive natural community would not occur. **(No Impact)**

Impact BIO-3: The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. (No Impact)

No federally protected Section 404 wetlands are present on or adjacent to the project site. Therefore, impacts related to a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act would not occur. **(No Impact)**

Impact BIO-4: The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Less than Significant Impact with Mitigation Incorporated)

According to the Corridor Plan EIR, construction activities associated with development in the Corridor Plan Area could result in the removal of large trees or human disturbances within the Corridor Plan Area that could adversely affect non-listed special-status nesting raptors. The Corridor

Plan EIR included mitigation measures which require a qualified biologist to survey the site for nesting raptors within 30 days prior to any ground-disturbing activity or tree removal, if the construction activities occur during a breeding season. Those mitigation measures are provided below.

The project site is disturbed and fully developed, and does not contain water bodies or vegetation that could provide habitat for fish or other wildlife species. Because of the history of development on-site, no natural or sensitive habitats exist that would support endangered, threatened, or special status wildlife species. The project site and surrounding area is highly urbanized, and does not function as a wildlife corridor. Therefore, impacts related to movement of fish or wildlife species would not occur.

Vegetation on the project site consists solely of parking lot and landscape trees and shrubs. The trees could provide nesting and/or foraging habitat for raptors (such as falcons, hawks, eagles, and owls) and other migratory birds adapted to occupied urban sites. Construction activities, including the removal of 64 trees on-site could disrupt nesting raptors and migratory birds protected by the MBTA. Consistent with federal law (i.e. MBTA), the project shall implement the following mitigation measures:

Mitigation Measure: The following mitigation measures will be implemented during construction to reduce impacts to nesting birds and reduce these impacts to a less than significant level.

- MM BIO-4.1:** Construction activities (or at least the commencement of such activities) should be scheduled to avoid the nesting season. If construction activities are scheduled to take place outside of the nesting season, all impacts on nesting birds protected under the MBTA and CDFW will be avoided. The nesting season for most birds in San Mateo County extends from February 1st through August 30th.
- MM BIO-4.2:** If it is not possible to schedule construction activities between September 1 and January 31 then preconstruction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. These surveys shall be conducted no more than 14 days prior to the initiation of construction. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats (e.g., trees, shrubs, ruderal grasslands, buildings) in and immediately adjacent to the impact areas for nests.
- MM BIO-4.3:** If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone to be established around the nest (typically 300 feet for raptors and 100 feet for other species), to ensure that nests of species protected by the MBTA and CDFW shall not be disturbed during project implementation.
- MM BIO-4.4:** If construction activities will not be initiated until after the start of the nesting season, all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the project may be removed prior to the start of the nesting season (e.g., prior to February 1st).

The proposed project, with implementation of the above mitigation measures, would reduce impacts to nesting birds (if present) to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

Impact BIO-5: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Less than Significant Impact)

According to the Corridor Plan EIR, development associated with the Corridor Plan would potentially result in the removal of heritage trees located in the Corridor Plan Area. This would be a potentially significant impact. Mitigation measures included replacement of trees to be removed based on the Landscape Unit Value of the existing tree to be removed using the formula described under Chapter 27.71.180 of the City of San Mateo Zoning Code.

As discussed above in *Section 4.4.1.2*, the project site contains 64 trees comprised of 15 different species (See Table 4.4-1 below). Out of the 64 trees, eight trees qualify as “Heritage Trees”. The project proposes to remove all 64 trees for the construction of the proposed project (8 “Heritage Trees” and 56 others). The applicant will comply with the City of San Mateo Heritage Tree Ordinance through a combination of paying into the City Street Planting Fund and providing replacement trees on-site in accordance with the Landscape Unit (LU) values¹⁰ assigned to the trees removed. The average LU Value was calculated at 273.5 for all trees assessed.

¹⁰ Landscape Unit (LU) is defined in section 27.71.040 as “the unit of measurement for trees which indicates the worth of each relative to one another and towards satisfying City requirements.”

Table 4.4-1: Tree Species Observed			
Common Name	Scientific Name	Heritage Trees	Total No. of Trees
Hopseed	<i>Dodonaea viscosa</i>	--	2
Silver dollar gum	<i>Eucalyptus polyanthemos</i>	1	1
Raywood ash	<i>Fraxinus angustifolia</i> 'Raywood'	--	1
Evergreen ash	<i>Fraxinus uhdei</i>	--	1
Jacaranda	<i>Jacaranda mimosifolia</i>	--	1
Crape myrtle	<i>Lagerstroemia</i> cv.	--	9
Southern magnolia	<i>Magnolia grandiflora</i>	--	1
Bottlebrush	<i>Melaleuca citrina</i>	--	7
Myoporum	<i>Myoporum laetum</i>	1	16
Canary Island pine	<i>Pinus canariensis</i>	4	7
Monterey pine	<i>Pinus radiata</i>	1	1
Pittosporum	<i>Pittosporum</i> sp.	--	1
Calif. pepper	<i>Schinus molle</i>	--	10
Brazilian pepper	<i>Schinus terebinthifolius</i>	1	1
Chinese elm	<i>Ulmus parvifolia</i>	--	5
Total:		8	64

Conditions of Approval

The following condition of approval would be applied to the proposed project due to the removal of all 64 existing trees on-site, out of which eight trees qualify as heritage trees.

- The applicant shall obtain a Site Development Permit from the Planning Division for removal of existing trees with a diameter of six inches or larger, prior to the issuance of a Site Development Permit or demolition building permit, whichever is issued first. The applicant shall plant trees on the project site equivalent to the Landscape Unit (LU) value of trees to be removed or pay a fee in lieu of planting trees at the rate established in the annual Comprehensive Fee Schedule.

The City of San Mateo has established a Heritage Tree Ordinance that provides protection and replacement requirements for trees designated as Heritage Trees. The project site currently contains eight Heritage Trees, as defined in Municipal Code Chapter 13.52, which are proposed for removal. Permits for Heritage Tree removal require replanting in accordance with the following guidelines:

- Trees removed under jurisdiction of a planning approval pursuant to Chapter 27.71 shall conform to the replacement conditions specified in the planning approval.
- Trees removed with a valid tree removal permit shall be replaced in accordance with the direction of the Director. Replacement direction shall include direction on the location and species of the replacement tree. Tree replacement shall be one 24-inch box

size tree approved by the Director, for each tree removed.

- Trees removed without a valid tree removal permit shall be replaced with a 48-inch box size tree for each tree removed. Enhanced replant conditions may be imposed if it is determined by the Director that the value of the removed tree was significantly greater than that of a 48-inch box tree. In such cases, the determination of the level of replacement shall be within the discretion of the Director, but shall not exceed the actual tree loss as determined by the Replacement Value. In addition to the requirements of this subsection, penalties under Section 13.52.055 or other sanctions allowed by law may be imposed for removal of Heritage Trees without a permit.
- Where the Director determines that replanting is not feasible and/or appropriate, e.g., sufficient trees exist on site, the Director (1) may require that a payment of equal value to the cost of the purchase and installation of the replacement tree(s) be made to the City tree planting fund or (2) may place other conditions on the permit which are of equal value to the cost of the purchase and installation of the replacement tree(s).

The proposed project proposes to plant 319 new trees as part of project's landscaping, which exceeds the City's minimum replacement ratio of 1:1. For this reason, the project would be consistent with the City's policy regarding tree removal and replacement, and would not result in significant impacts to trees. **(Less Than Significant Impact)**

Impact BIO-6:	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)
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There is no applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan for the City of San Mateo. As a result, there will be no impact with regard to conflict with the implementation of such plans. **(No Impact)**

4.5 CULTURAL RESOURCES

The following discussion is based on an archaeological report prepared by *Holman & Associates* in March 2019, and a historic resources evaluation report prepared by *TreanorHL* in March 2019. The historic report is attached as Appendix D of the SEIR and the archaeology report is on file with the City of San Mateo and available for review.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 (as amended) is the primary federal law dealing with historic preservation. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consult with the Advisory Council on Historic Preservation to consider the effects of their undertakings on historic properties.

National Register of Historic Places

The NHPA is the primary federal law dealing with historic preservation. The historic significance of a building, structure, object, site, or district for listing is assessed based upon the criteria in the National Register of Historic Places (NRHP). A resource is considered eligible for the NRHP if the quality of significance in American history, architecture, archaeology, engineering, and culture is present and if the resource includes integrity of location, design, setting, materials, workmanship, feeling, and association and:

- Is associated with events that have made a significant contribution to the broad pattern of our history; or
- Is associated with the lives of persons significant to our past; or
- Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possessed high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) was created to identify resources deemed worthy of preservation and was modeled closely after the NRHP. The criteria are nearly identical to those of the NRHP, which includes resources of local, state, and regional and/or national levels of significance. A CRHR-eligible resource generally must be greater than 50 years old and significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. It is associated with the lives of persons important to local, California, or national history.

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or important creative individual, or possesses high artistic values.
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Properties of local significance designated under a local preservation ordinance or identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for the purposes of CEQA unless a preponderance of evidence indicates otherwise.

Cultural and Paleontological Resources

Archaeological, paleontological, and historical sites are protected by a number of state policies and regulations under the California Public Resources Code, California Code of Regulations (Title 14 Section 1427), and California Health and Safety Code. California Public Resources Code Sections 5097.9-5097.991 require notification of discoveries of Native American remains and provides for the treatment and disposition of human remains and associated grave goods.

State law requires that the San Mateo County Coroner be notified if cultural remains are found on a site. If the Coroner determines the remains are those of Native Americans, the Native American Heritage Commission and a “most likely descendant” must also be notified.

Local

City of San Mateo General Plan

The classification of “historical resource” is applicable when the property meets the terms of the definitions in Section 21084.1 of the CEQA Statute and Section 15064.5 of the CEQA Guidelines. “Historical Resources” under CEQA includes the following:

- Properties listed in or formally determined to be eligible for listing in the California Register of Historical Resources, or listed in a local register of historic resources (which for the City of San Mateo, is the Historic Building Survey (1989) and the City’s General Plan Figure C/OS 5).
- Properties that are determined to be eligible for listing in the California Register of Historical Resources.

The City of San Mateo’s 1989 historic building survey identified roughly 200 historically significant buildings within the city limits.¹¹ This survey formed the basis of the City’s List of Eligible Historic Structures for use in the development review process. Determinations of historical significance require that several factors are considered including: the property’s history (both construction and use); the history and context of the surrounding community; an association with important persons or uses; the number of resources associated with the property; the potential for the resources to be the work of a master architect, builder, craftsman, landscape gardener, or artist; the historical, architectural or landscape influences that have shaped the property’s design and its pattern of use; and alterations that have taken place, and lastly how these changes may have affected the property’s historical integrity.

¹¹ City of San Mateo. *2010 General Plan Update*. 2010.

Applicable General Plan policies related to cultural resources include, but are not limited to, the following listed below.

Policies	Description
C/OS 7.1	Preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit.
C/OS 8.1	<p>Historic Preservation. Preserve, where feasible, historic buildings as follows:</p> <ul style="list-style-type: none"> • 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. • 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 8.3	Structure Rehabilitation. Promote the rehabilitation of historic structures; consider alternative building codes and give historic structures priority status for available rehabilitation funds.
C/OS 8.4	Inventory Maintenance. Establish and maintain an inventory of architecturally, culturally, and historically significant structures and sites.
C/OS 8.5	Public Awareness. Foster public awareness and appreciation of the City's historic, architectural, and archaeological resources.

City Zoning Code Requirements

Chapter 27.66 Historic Preservation of the City's Zoning Code (Municipal Code) requires public review and submittal of a Site Plan and Architectural Review planning application for any individually eligible building for the NRHP or contributor building in the Downtown. 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*

Cultural resources are evidence of past human occupation and activity and include both historical and archaeological resources. These resources may be located above ground or underground and have significance in the history, prehistory, architecture, or culture of the nation, State of California, or local or tribal communities. Many Native American sites are recorded within the San Mateo City limits. Flat valley terraces adjacent to San Mateo Creek, and the original bay margins are the most sensitive for Native American archaeological deposits and cultural materials. Currently, the project area is a flat valley terrace that is located approximately 0.3 miles north of Borel Creek which empties into Seal Slough and also 0.3 miles south of Leslie Creek. The project is moderately to highly sensitive for archaeological sites depending on the locations of the two nearby creeks prior to channelization.

According to the City of San Mateo General Plan EIR, 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. The majority of the City is in a low sensitivity zone wherein archaeological resources are not generally expected but may occur. While the site is currently developed, there is a potential for the project to impact unknown subsurface archaeological resources, if they are present.

The project site is fully developed and contains structures more than 50 years old. None of the properties within the Plan area are eligible for inclusion in the National Register. Therefore, the buildings located at 640-666 Concar Drive, 678 Concar Drive, 690 Concar Drive, 1820 S. Grant Street, 1850-1880 S. Grant Street, and 1855 S. Delaware Street were evaluated for historic significance based on the state and local criteria. The discussion below is a summary of the analysis findings. The full analysis, including Department of Parks and Recreation forms (DPR 523), is provided in Appendix B.

640-666 Concar Drive

Constructed in 1969, this large single-story commercial structure houses two retail stores and is L-shaped in plan. It features design elements typically found in shopping centers of the period—large storefront windows, rhythmic columns supporting wood beams at covered walkways, decorative mansard roofs marking entries and multiple cladding materials. The walls feature stucco cladding and rock veneer cladding. 640-666 Concar Drive is part of what was once considered the Nineteenth Avenue Shopping Center. Nineteenth Avenue, running east west along the southern boundary of the complex, was converted to the Nineteenth Avenue Freeway (State Highway 92) in the early 1960s. Lauren C. Smith of Concar Ranch and Enterprises owned the land and developed the site for commercial use in the late 1960s. Originally built to house Albertson's and Pay Less, the building was later converted from a grocery store to a department store. Today 640-666 Concar Drive houses Ross Dress for Less and Rite Aid.

The historical assessment of the building concluded that it is not eligible for inclusion in the CRHR or under City of San Mateo's historic resources inventory. Constructed in 1969, the building was part of the commercial development along Nineteenth Avenue (today's State Highway 92) in San Mateo; however, it is not associated with this period in an individually significant way. Therefore, it does not appear to be eligible under Criterion 1. The building was developed by Laurence C. Smith in the late 1960s. Based in the Peninsula, the developer was active in San Mateo during this period but he does not appear particularly significant or influential. Thus, it does not appear to be eligible for under Criterion 2. The building appears to be of common construction and materials with no notable or special attributes. It fails to be the work of a master, or architecturally significant in any other respect. Therefore, 640-666 Concar Drive does not appear eligible for listing under Criterion 3. Furthermore, the property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

678 Concar Drive

This one-story, commercial structure is rectangular in plan. The stucco-clad building is divided into bays by vertical elements. The building at 678 Concar Drive was constructed in 1969. According to a

newspaper article, the 7-Eleven store at this location was owned by San Mateo residents Hugh and Dorothy Thorson.¹²

The historical assessment of the building concluded that it is not eligible for inclusion in the CRHR or under City of San Mateo's historic resources inventory. Constructed in 1969, the building was part of the commercial development along Nineteenth Avenue (today's State Highway 92) in San Mateo. However, it is not associated with this period in an individually significant way. Therefore, it does not appear to be eligible under Criterion 1. The first owners Hugh and Dorothy Thorson have not been identified as important to the history of San Mateo or the state; thus, the building does not appear to be eligible for under Criterion 2. The structure is not a work of a master, does not convey high artistic value, and is not an example of a particular type of construction. Therefore 678 Concar Drive does not appear to be eligible for the CRHR under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

690 Concar Drive

Constructed in 1973, this one-story, stucco clad commercial building is T-shaped in plan. The historical assessment of the building concluded that it is not eligible for inclusion in the CRHR or under City of San Mateo's historic resources inventory. Although the building was part of the commercial development along Nineteenth Avenue (today's State Highway 92) in San Mateo, it is not associated with this period in an individually significant way. Therefore, it does not appear to be eligible under Criterion 1. No persons of significance are known to be directly associated with the property; thus, it does not appear to be eligible for under Criterion 2. The building fails to be a distinctive example of a style, the work of a master, or architecturally significant in any other respect; therefore, 690 Concar Drive does not appear eligible for listing under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

1820 S. Grant Street

Constructed in 1991, this one-story, commercial building is rectangular in plan. In general, buildings less than 50 years old can be considered historic resources only if they constitute an exceptional achievement in architecture or engineering, or are of otherwise exceptional importance. This structure is not architecturally exceptional, and thus cannot be considered a historic resource at this time.

1850-1880 S. Grant Street

Constructed in 1975, this one-story, commercial structure is irregular in plan and houses two retail units- Peninsula Ballet Theatre and TJ Maxx. The commercial structure housed a hardware store in the 1970s. The building received a remodel and an addition in 1987 when it was converted to Circuit City.

The historical assessment of the building concluded that it is not eligible for inclusion in the CRHR or under City of San Mateo's historic resources inventory. Constructed ca. 1975, the building was a later addition to the commercial development along Nineteenth Avenue (today's State Highway 92) in San Mateo. However, it is not associated with this period in an individually significant way. Therefore, it does not appear to be eligible under Criterion 1. No persons of significance are known

¹² The Times, *7-11 owner goes back*. May 19, 1969.

to be directly associated with the property; thus, it does not appear to be eligible for under Criterion 2. The building's utilitarian commercial design without any original design elements fails to be an exemplary representative of an architectural style. Therefore, 1850-1880 S. Grant Street does not appear eligible for listing under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

1855 S. Delaware Street

This one-story, A-frame commercial building is irregular in plan. The building has been functioning as a restaurant since its construction in 1969. The historical assessment of the building concluded that it is not eligible for inclusion in the CRHR or under City of San Mateo's historic resources inventory. Constructed in 1969, the building was part of the commercial development along Nineteenth Avenue (today's State Highway 92) in San Mateo. However, it is not associated with this period in an individually significant way. Therefore, it does not appear to be eligible under Criterion 1. No persons of significance are known to be directly associated with the property; thus, it does not appear to be eligible for under Criterion 2. The building's commercial design is not a notable example of any architectural style. The building fails to be the work of a master or architecturally significant in any other respect; therefore, 1855 S. Delaware Street does not appear eligible for listing under Criterion 3. The property is unlikely to yield information that is significant to history or prehistory and does not appear to be eligible under Criterion 4.

Conclusion

In summary, none of the buildings within and adjacent to the project site are potential historic resources. N1820 S. Grant Street (1991) does not possess enough age to be considered historically important as the structure is not 50 years old. It does not constitute an exceptional achievement in architectural or engineering, nor of otherwise exceptional importance. The remaining buildings were assessed for potential historic eligibility for listing in the California Register of Historical Resources. None were found to possess sufficient historical significance for listing.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. (Less than Significant Impact)				

No properties in the National Register were identified in the project area during the cultural resource assessment conducted for the 2005 Corridor Plan EIR. As discussed above in *Section 4.5.1.2 Existing Conditions*, the buildings on the project site do not appear to have exemplary characteristics in design or are associated with any patterns of development or significant events contributing to the history of the City that would make them eligible for the California Register and have not been identified by the City of San Mateo as architecturally or historically significant to warrant listing on the City's Historic Resources Inventory. The project site and adjacent properties do not contain listed historic resources as defined in Section 21084.1 of CEQA. Therefore, demolition of these structures would have a less than significant impact on historic structures and would not alter the setting or context of historical resources within the project surroundings. **(Less than Significant Impact)**

Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. (Less than Significant Impact with Mitigation Incorporated)

The project site is located in a "moderate to high Sensitivity" zone for cultural resources. As discussed in *Section 4.5.1.2 Existing Conditions* above, the presence of two nearby creeks passing near the property raised the archaeological sensitivity of the site from moderate to high. The project consists of extensive utility trenching and one level of below-grade parking with anticipated excavation to 13 feet below surface, as well as grade-level parking throughout the property. While the site is currently developed, there is a potential for the project to impact unknown subsurface archaeological resources, if they are present. According to the Corridor Plan EIR, construction activities associated with a development or infrastructure project within the Corridor Plan Area involving ground-disturbing activities such as grading, excavation, or construction of building foundations or other subsurface structures, could adversely impact subsurface archaeological sites that may be located on the project site but have yet to be identified. The mitigation measures recommended in the 2005 Corridor Plan EIR included proper training of construction contractors and subcontractors, to halt work within 50-radius of the find, following the course of action recommended by a qualified archaeologist if the find is deemed significant, and preserving the artifacts or samples consistent with current archaeological standards. A site-specific archaeology report was prepared for the current proposed project, taking into account proposed construction activity, and provided detailed measures to account for site conditions.

Mitigation Measures: The following mitigation measure from the project's archaeology report would reduce impacts to archaeological resources to a less than significant level:

MM CUL – 2.1: Archaeological monitoring of all earth moving activities that occur within two sensitive stratigraphic zones for the entire Concar Passage Project Area. At three feet below surface and lower, an archaeological monitor shall observe the interface between fill and Bay Mud for any shelly deposits within the top two feet of the mud. Furthermore, at one foot above the interface with the bottom of the Bay Mud layer and the underlying clay, an archaeological monitor shall examine the soils down to two feet or more into the underlying clay. A sufficient soil sample shall be screened throughout the property.

- MM CUL – 2.2:** During monitoring, the archaeological monitor can stop or redirect work to other locations to temporarily and expediently explore for potential features. Archaeological monitoring will continue until a sufficient sample of soil has been examined to either identify any archaeological deposit(s) or to clear the project. In the event that buried, or previously unrecognized archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until a qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. Construction and potential impacts to the area(s) within a radius determined by the archaeologist shall not recommence until the assessment is complete.
- MM CUL – 2.3:** If archaeological deposits or features that appear potentially eligible to the California Register of Historical Resources are identified during any stage of monitoring, an archaeological research design and work plan shall be prepared. This plan will require approval by the City before the archaeological deposits or features can be excavated.
- MM CUL – 2.4:** If Native American resources are identified, consultation with local Native Americans shall be conducted. A Native American monitor shall assist with additional efforts.
- MM CUL – 2.5:** If unearthed, all features, archaeological deposits, and cultural material will be excavated according to current archaeological standards detailed in the approved research design and treatment plan.
- MM CUL – 2.6:** All features, archaeological deposits, and cultural material will be cleaned, analyzed and evaluated for their eligibility to the California Register of Historical Resources. An archaeological report will be prepared discussing methods and documenting all finds. The City will need to approve this report.
- MM CUL – 2.7:** The parcel owner is fiscally responsible for the curation of all artifacts deemed archival by current archaeological standards, with the exception of any human remains and associated burial goods. The archaeologist will prepare the artifacts and dietary remains¹³ in archival quality bags with artifact identification tags, provide two copies of a final artifact catalog for the items submitted, and two copies of the final archaeological report. Any additional requirements by the curation facility must be addressed.

Redevelopment of the project site with the implementation of the proposed measures outlined above would not result in any new or greater impacts to archaeological resources than previously identified in the *Corridor Plan FEIR* and the *General Plan FEIR*. **(Less Than Significant Impact with Mitigation Incorporated)**

¹³ Dietary remains are the items left behind when an animal dies. It includes: bones, shells, hair, chitin, scales, hides, proteins and DNA.

Impact CUL-3: The project would not disturb any human remains, including those interred outside of formal cemeteries. (Less than Significant Impact with Mitigation Incorporated)

In San Mateo, Native American resources typically represent the remains of people who lived there during the Late Period or last 1,000 years or so. Older archaeological sites have not been identified and could likely be covered by Bay Mud when a different topography shaped the area and afforded different opportunities for settlement and use. The potential for encountering Native American resources is dependent on the depth of impacts proposed. The project consists of extensive utility trenching and one level of below-grade parking with anticipated excavation to 13 feet below surface, as well as grade-level parking throughout the property. The proximity to a changing estuary environment, a waterway that previously flowed through the project Area, and shelly deposits previously identified within the project site suggests a high potential for buried Native American resources based on the proposed development plans. Therefore, the project may encounter buried remains, including those interred outside of formal cemeteries during site grading and proposed excavation for one level of below-grade parking.

According to the Corridor Plan EIR, construction activities associated with a development or infrastructure project within the Corridor Plan Area involving ground-disturbing activities such as grading, excavation, or construction of building foundations or other subsurface structures, could adversely impact subsurface archaeological sites that may be located on the project site. Mitigation measures recommended for the project included implementation of the provisions outlined in CEQA Guidelines Section 15064.5, in the event that human remains are discovered

Mitigation Measures: The following mitigation measure from the project's archaeology report would reduce impacts to any human remains to a less than significant level:

MM CUL – 3.1: *Human Remains.* Human graves are often associated with prehistoric occupation sites. If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity in the vicinity shall be halted and the City Planning Manager and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of San Mateo shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of San Mateo,

before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

With the implementation of the mitigation measure above, which is substantively consistent with the 2005 Corridor Plan EIR, impacts to buried remains would be less than significant. **(Less Than Significant Impact with Mitigation Incorporated)**

4.6 ENERGY

The project could result in significant impacts related to energy. As a result, this section is discussed in detail in the SEIR and no further analysis will be provided in this Initial Study.

4.7 GEOLOGY AND SOILS

The following discussion is based, in part, on a Geotechnical Investigation Report prepared by *Langan Engineering and Environmental Services, Inc.* in September 2018. A copy of the report is attached in Appendix E of the SEIR.

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 AP Act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Areas within the 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. The project site is not located in an Alquist-Priolo Earthquake Fault Zone.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed by the California legislature in 1990 to protect the public from the effects of strong ground shaking, liquefaction, landslides, and other seismic hazards. The SHMA established a State-wide mapping program to identify areas subject to violent shaking and ground failure; the program is intended to assist cities and counties in protecting public health and safety. The California Geological Survey (CGS) is mapping SHMA Zones and has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, ground shaking, and landslides, which include the central San Francisco Bay Area and Los Angeles Basin.

California Building Standards Code

The California Building Standards Code (CBC) contains the regulations that govern the construction of buildings in California and prescribes standards for constructing safer 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 by a licensed professional for proposed developments to evaluate seismic and geologic conditions that may affect a project, such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years; the current version is the 2016 CBC.

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 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.

Paleontological Resources Regulations

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 are valued for the information they yield about the history of the earth and its past ecological settings. The 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 will disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of San Mateo General Plan

Various policies and actions of the City of San Mateo General Plan have been adopted for the purpose of avoiding or mitigating geology and soils impacts resulting from planned development within the City, including the following:

Policies	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.

City of San Mateo Site Development Code

The City's Site Development Code (Chapter 23.40 of the Municipal Code) establishes administrative procedures, regulations, required approvals, and performance standards for site grading, construction on slopes, and removal of major vegetation. In general, a planning application and a subsequent site development permit are required for development where grading exceeds 5,000 square feet in area; grading exceeding 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. 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*

The site is approximately 14.5-acres and is currently occupied by commercial buildings with surface parking. Based on a topographic survey (BKF, 2018), the existing site is relatively flat with ground surface elevations ranging from approximately Elevation 101 to 104 feet.

Regional Geology

The project site is located within a flat-lying plain along the western edge of San Francisco Bay, bounded by the Santa Cruz Mountains on the west. The Coast Ranges is a geomorphic province of California that 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.

The City of San Mateo's General Plan EIR did not identify any known paleontological resources in the City of San Mateo. It is not expected that sensitive paleontological resources are present on the project site.

Soils

Exploratory borings were drilled to investigate existing soils onsite. The soil type beneath the project site is classified as clayey, silty, and sandy gravel artificial fill. The fill blanketing the site is a mixture of loose to dense sand, silty sand, and clayey sand with varying amounts of gravel and medium stiff to very stiff clay with varying amounts of sand, gravel, organics, and glass and wood debris. The borings generally encountered medium stiff to stiff and medium dense fill. The fill varies in thickness from about three to eight feet below the ground surface (bgs). The site is underlain by highly compressible normally consolidated Bay Mud ranging from four to 13.5 feet thick and increases in thickness to the east. Beneath this Bay Mud is an alluvial sequence of mottled light grey brown clays, sandy clays, and clayey sands, to the maximum depth explored of 30 feet bgs.

The soils onsite have a moderate expansion potential. Expansive soil changes in volume with changes in moisture. It can shrink or swell and cause heaving and cracking of slabs-on-grade, pavements, and structures founded on shallow foundations.

The soils on the site are 'severely corrosive', therefore, buried metal and steel embedded in a concrete mortar coating in contact with site soils should be protected against corrosion.

Groundwater

Historically, groundwater was encountered in the site vicinity at the bottom of fill elevation at depths of approximately four to eight feet bgs, corresponding to Elevation 95.5 to 97.5 feet. The direction of groundwater flow is reported to the east or northeast, towards San Francisco Bay. Fluctuations in groundwater levels should be expected during tidal changes, seasonal changes, or over a period of years because of precipitation changes, perched zones, and changes in drainage patterns, irrigation and other conditions.

Seismicity and Seismic Hazards

The San Francisco Bay Area is recognized by geologists and seismologists as one of the most active seismic regions in the United States. The major active faults in the project area include the San Andreas and San Gregorio to the west and the Hayward and Calaveras to the east. The site is located approximately 3.7 miles east of the San Andreas fault, 11.2 miles east of the San Gregorio fault, 15 miles west of the Hayward fault, and 22.4 miles west of the Calaveras fault. In addition, the site is

located approximately 8.7 miles northwest of the potentially active Monte Vista-Shannon fault. Strong ground shaking is likely to occur during the lifetime of the proposed project as a result of movement along one or more of the regional active faults described above.

Based on the site investigation, no known active or potentially active faults crosses through the project site, and is not within an Earthquake Fault Zone of the State of California Alquist-Priolo Earthquake Fault Zoning Act.

Liquefaction

Soils generally most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands that lie within roughly 50 feet of the ground surface. The site is within a zone designated with the potential for liquefaction, as identified by the California Geological Survey on map titled, *State of California Seismic Hazard Zones, San Mateo Quadrangle, Santa Clara County prepared by the California Geologic Survey* (dated 17 August 2017). Specifically, the map shows the site is in an area “where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693 (c) would be required.”

Soils encountered during the exploratory borings predominantly consisted of loose to medium dense saturated sand and silty sand to the maximum depth of 69 feet. Based on the analysis evaluated by the Geotechnical Investigation, up to one inch of liquefaction-induced settlement may occur throughout the site. Because the potentially liquefiable layers are discontinuous, it is estimated that up to one inch of differential settlement may occur during an earthquake.

Lateral Spreading

Lateral Spreading is a type of ground failure related to liquefaction. It consists of the horizontal displacement of flat-lying alluvial material toward an open area, such as a steep bank of a stream channel. The site is relatively flat, and the potentially liquefiable soils are not continuous. Therefore, lateral spreading is not likely to affect the site.

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<hr/> Would the project:				
1) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
– Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
- Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact GEO-1: **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)**

Fault Rupture

The Corridor Plan EIR concluded that the probability of fault rupture in the area is low. The project site is not located within an Alquist-Priolo Earthquake Fault Zone and no active faults are known to cross the site, making fault rupture at the site unlikely. While existing faults are located within approximately 10 miles of the site (San Andreas Fault and San Gregorio Fault), the proposed project is outside of the fault rupture zone, and fault ruptures are not anticipated at the site. **(No Impact)**

Seismic Ground Shaking Hazards

As previously discussed, the project site is located in a seismically active region, and as such, strong to very strong ground shaking would be expected during the lifetime of the proposed project. While no active faults are known to cross the project site, ground shaking on the site could damage buildings and other proposed structures and threaten residents and occupants of the proposed

development. This is consistent with the findings of the Corridor Plan EIR which required all applicants to implement seismic design standards of the current Uniform Building Code in effect at the time of project review.

The existing seismic and seismic hazards conditions onsite would not be exacerbated by the proposed project such that it would impact (or worsen) off-site conditions. **(Less Than Significant Impact)**

Liquefaction

Liquefaction is a phenomenon in which, essentially cohesion less soils lose strength during strong seismic shaking and may experience horizontal and vertical movements. Soils that are generally most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine grained sands that lie within roughly 50 feet of the ground surface.

The Corridor Plan EIR concluded that the project areas underlain by Bay Mud and fill would have a high susceptibility to liquefaction and as a mitigation the City shall require all applicants to prepare a design-level geotechnical study for each project development before a grading permit is issued. Maps prepared by the California Department of Conservation indicate that the project site has a potential for liquefaction. The liquefiable layers are present at depths of approximately five to 69 feet bgs and do not appear to be in continuous layers throughout the site. It is estimated that during a major earthquake, there could be liquefaction-induced settlements of up to one inch.

Conditions of Approval

Building Department shall implement the following standard measure to reduce liquefaction-induced settlement.

- The applicant shall provide a stamped, signed, and dated soil investigation report containing design recommendations to the Building Official. The classification shall be based on observation and any necessary tests of materials disclosed by boring or excavations made in appropriate locations.
- Prior to final inspection for any building or structure, the Geotechnical Engineer or Civil Engineer who prepared the soil investigation shall issue a final report stating the completed pad, foundation, finish grading and associated site work substantially conform to the approved plans, specifications and investigations.

The existing seismic and seismic hazards conditions onsite would not be exacerbated by the proposed project such that it would impact (or worsen) off-site conditions. **(Less Than Significant Impact)**

Landslides

The project site will not be exposed to substantial slope instability, or landslide related hazards due to the relatively flat topography of the site and surrounding areas. **(Less Than Significant Impact)**

Seismic Densification

Densification of granular soil above the groundwater level can cause settlement during an earthquake. Since the deposits encountered above groundwater at the site are sufficiently dense or

clayey, the potential for densification of granular soil above groundwater due to an earthquake is low. **(Less Than Significant Impact)**

Because the proposed project would comply with the applicable City regulations consistent with the findings of *Corridor Plan FEIR*, the project would not result in a significant geologic impact. **(Less Than Significant Impact)**

Impact GEO-2: The project would not result in substantial erosion or the loss of topsoil. (Less than Significant Impact)

The Corridor Plan EIR concluded that construction activities associated with the Plan could cause erosion or loss of topsoil, which could result in damage to buildings and infrastructure. As a mitigation measure, the City shall require applicants for projects in the Plan area to implement standard control measures for erosion prevention during construction, including those stipulated by permit regulations of the Urban Runoff Pollution Prevention Program and National Pollutant Discharge Elimination System (NPDES) as well as Stormwater pollution Prevention plan.

The majority of the site is flat and developed and very little soil is currently exposed on the site. Ground disturbance would be required for demolition of buildings and existing surface parking lot, grading, and construction of the proposed project. Ground disturbance would expose soils and increase the potential for wind or water related erosion and sedimentation at the site until construction is complete. The City's NPDES Municipal Permit, urban runoff policies, and the Municipal Code are the primary means of enforcing erosion control measures through the grading and building permit process. The project would be required to comply with all applicable City regulatory programs pertaining to construction related erosion including the following measures for avoiding and reducing construction related erosion impacts.

Conditions of Approval

In accordance with the General Plan and the City's Municipal Code, Site Development Code 23.40.040, the following condition of approval will reduce erosion control impacts to a less than significant level.

- The project will be required to provide erosion control measures [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 per the Municipal Code 23.40.040 (a) as a standard condition of approval prior to issuance of a building and/or site development permit, subject to review and approval of the Public Works Department. Conformance with these measures will reduce soil erosion during construction. The applicant will submit an Erosion and Sediment Control Plan (which includes erosion control measures), if required by the City Engineer or Building Official.

Because the proposed project would comply with the applicable City regulatory programs related to erosion, implementation of the proposed project would have a less than significant erosion impact. **(Less Than Significant Impact)**

Impact GEO-3: The project would not 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. (Less than Significant Impact)

As discussed in *Section 4.7.1.2 Existing Conditions*, the site is within a zone designated with the potential for liquefaction, as identified by the California Geological Survey. Layers of loose to medium dense saturated sand and silty sand, varying in thickness of up to approximately five feet, were encountered below the groundwater level from depths of approximately 5 to 69 feet bgs. Design-level geotechnical report for the project concludes that several of these layers could potentially liquefy during a major earthquake and estimates that up to one inch of liquefaction-induced settlement may occur throughout the site. Because the potentially liquefiable layers are discontinuous, up to one inch of differential settlement may occur during an earthquake. If an excavation of 13 feet is made for the basement, as planned, the liquefaction-induced settlement is estimated to be up to one inch within the basement footprint.

The project site will not be exposed to substantial slope instability, or landslide related hazards due to the relatively flat topography of the site and surrounding areas. Lateral spreading involves lateral ground movement caused by earthquake vibrations. These lateral ground movements are often associated with a weakening or failure of an embankment or soil mass overlying a layer of liquefied sand or weak soil. Since the site is relatively flat and the potentially liquefiable soils are not continuous, therefore, lateral spreading is not likely to affect the site.

The proposed project would be built and maintained in accordance with a site-specific geotechnical report (as required by the *Corridor Plan FEIR and San Mateo 2030 General Plan FEIR*) and applicable regulations including the 2013 California Building Code which contains the regulations that govern the construction of structures in California. **(Less Than Significant Impact)**

Impact GEO-4: The project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property. (Less than Significant Impact)

Development associated with the Corridor Plan could experience damage from expansion of the near surface soils. Measures to address expansive soils include preparing design-level geotechnical study for each project before a grading permit is issued. As discussed in *Section 4.7.1.2 Existing Conditions*, the soils onsite are considered to have a moderate expansion potential.

Conditions of Approval

The proposed project would be designed and constructed in accordance with the standard engineering safety techniques in the California Building Code, as adopted by the City of San Mateo, and in conformance with the site-specific geotechnical report prepared for the project. These standard practices will ensure that the proposed project is designed and constructed to avoid expansive soil impacts. **(Less Than Significant Impact)**

Impact GEO-5: The project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. (No Impact)

The project site is located within an urbanized area of San Mateo where sewers are available to dispose of wastewater from the project site. No septic system would be required for the proposed project; therefore, no impacts related to septic systems would occur. **(No Impact)**

Impact GEO-6: The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (Less than Significant Impact)

There are no known paleontological resources in the City of San Mateo, as discussed in *Section 4.7.1.2 Existing Conditions*. Moreover, the site has been previously disturbed for construction and development on the site. However, this does not preclude the possibility that fossils or other paleontological resources could be discovered during site excavation as part of the proposed project. Although unlikely, the following standard conditions are required for the project in the event paleontological or unique geological resources are unexpectedly found during construction.

Conditions of Approval

Should any potentially unique paleontological resources be encountered during development activities, work shall be halted immediately within 50 feet of the discovery. The City of San Mateo Planning Division shall be immediately notified, and the applicant shall be responsible for retaining the services of a qualified paleontologist to determine the significance of the discovery. The paleontologist shall evaluate the uniqueness of the find and prepare a written report documenting the find and recommending further courses of action. Based on the significance of the discovery, the actions may include avoidance, preservation in place, excavation, documentation, recovery, or other appropriate measures as determined by the paleontologist. **(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 a 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.

Soil Corrosion

As discussed in *Section 4.7.1.2 Existing Conditions*, the soils onsite are considered to be corrosive. The fill is corrosive and the Bay Mud is severely corrosive to buried iron, steel, cast iron, ductile iron, galvanized steel and dielectric coated steel or iron. The results of the chemical analysis indicate that the soil could be detrimental to reinforced concrete and cement mortar coated steel. To protect reinforcing steel from corrosion, adequate coverage should be provided as required by the building code.

Conditions of Approval

The project proponent shall implement recommendations in the geotechnical investigation prepared, which includes, but is not limited to, retaining a corrosion consultant to provide specific long-term corrosion protection recommendations for buried metal, concrete pipes and foundations.

Ground Water

According to the design-level geotechnical report, groundwater is expected to be shallow at the site and may fluctuate several feet each day. According to the geotechnical report, the groundwater appears to have been drawn down approximately five (5) to 22 feet below historic groundwater levels likely due to drought conditions and the dewatering of the Hines site in 2015. Current groundwater readings are not available. It is anticipated that when Hines completed construction of their buildings in 2016/2017, the dewatering wells were shut off and the groundwater levels returned to the historic groundwater levels of approximately four (4) to eight (8) feet bgs, corresponding to Elevation 97.5 to 95.5 feet. Considering this, ground water may be present during utility trench excavations extending beneath an elevation of 1 foot.

Conditions of Approval

The design-level geotechnical report recommends that a dewatering system be implemented during construction to keep the excavation and working areas reasonably dry. The excavations should be dewatered such that water levels are maintained at least three feet below the bottom of the excavation prior to and continuously during shoring installation and the backfill process. With implementation of the standard condition of approval, the impact would be less than significant.

4.8 GREENHOUSE GAS EMISSIONS

The project site is currently developed with an approximately 165,000 retail strip center. GHG emissions from the project site are generated through lighting, heating, and cooling of the building. GHG emissions are also generated by daily vehicle trips to and from the project site.

As proposed, the project would demolish the existing building and construct a residential mixed-use transportation-oriented development. The Project site is located in “Area 2” of the Hayward Park Station TOD Overlay Zone of the Rail Corridor Plan. The original EIR for the Corridor Plan was certified in 2005 and therefore does not evaluate the effects of GHG emissions generated, as such analysis was not required at the time. As a result, this section is discussed in detail in the SEIR and no further analysis will be provided in this Initial Study.

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based in part on a Phase I Environmental Site Assessment (ESA) prepared by *EBI Consulting* in September 2018 and Asbestos Survey Reports prepared for Ross, Rite Aid, the Pantry Restaurant, Peninsula Ballet Theater, TJ Maxx, Trader Joe's, 7/11 and Shane Company by *B2 Environmental, Inc.* in September 2018. Copies of these reports are provided in Appendix G of the SEIR.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Federal and State

Federal Aviation Regulations Part 77

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.

Cortese List (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 the state, 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), State Water Resources Control Board (SWRCB), and CalRecycle.

Asbestos-Containing Material and Lead Based Paint Regulations

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 asbestos floor tiles, and transite siding made with cement. Use of friable asbestos products was banned in 1978. National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodel that may disturb the ACMs.

The U.S. 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 Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Local

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.

City of San Mateo General Plan

Applicable General Plan policies related to hazardous materials include, but are not limited to, the following listed below.

Policies	Description
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element
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.
S 5.5	Regulate the location and operation of hazardous waste management facilities through the issuance of a special use permit.
S 5.10	Require the clean-up of contaminated sites indicated on the Hazardous Waste and Substances Sites List published by the State Office of Planning and Research in conjunction with substantial site development or redevelopment, where feasible.

City of San Mateo 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.

4.9.1.2 *Existing Conditions*

The project site is located at an elevation of approximately 101 to 104 feet. The project area exhibits a general flat topography with an overall gentle downslope to the northeast.

The project site includes eight contiguous parcels totaling 14.5 acres occupied with six buildings, including retail stores, a grocery store, a ballet studio, and a restaurant and associated parking lot area. The northwestern portion (1801 South Delaware Street) of the property is currently a vacant unimproved lot. The majority of the exterior areas surrounding the buildings are improved with associated asphalt driveways and parking areas on all sides. Small landscaped areas are also located sporadically throughout the project site.

The site is underlain by artificial fill, Pleistocene and Holocene alluvium, and Holocene mud deposits.

Site History

1890s through 1960s

Prior to 1956, the project site and surrounding areas were undeveloped marshland, with a meandering creek running through the project site. In 1956, the central portion of the project site appeared to be used as a construction staging area. An apparent construction staging area was also present on the surrounding property to the west, beyond South Delaware Street. In addition, a gas station was located near the project site's southwestern corner, beneath the current location of SR-92.

Surrounding properties to the north and south were developed with single-family homes. In 1968, the construction staging area was no longer present on the project site, the majority of which was unimproved vacant land, except for an apparent gas station and pump island on the project site's northwestern corner. The gas station near the southwestern corner of the project site was no longer present. Areas east and west of the project site were improved with large industrial or commercial buildings.

1970s through Present Day

By 1974, the project site was developed with several commercial buildings, including the current multi-tenant buildings (600, 640, and 666 Concar Drive; 1880 and 1850 South Grant Street), and restaurant building (1855 South Delaware Street) on its southern portion, and one of the current single-tenant retail buildings on its northeast corner (678 and 690 Concar Drive). The gas station in the northwestern corner (1801 South Delaware Street) was still in operation. The area to the east was improved with additional commercial buildings and the area to the northeast was developed with the current hotel building. In 1982, the northeastern portion of the project site was developed with the current commercial building (1820 South Grant Street). In addition, the large commercial building on the southern portion of the property to the east was no longer present, and the property had been graded. By 1993, the remaining commercial buildings in the northeast corner and southern portion of the project site were developed. Office buildings to the east of the project site were completed by 1998, and new office and apartment buildings to the west were completed in the last five years. The gas station in the northwestern corner was demolished by 2005.

Potential On-site Sources of Contamination

Based on August 23, 2018 site reconnaissance, three pad-mounted electrical transformers were observed in the paved alley that runs along the southern portion of the project site. These transformers were located to the south of the Pantry Family Restaurant building located at 1855 South Delaware Street and T.J. Maxx building located at 1850 South Grant Street, and near the southwest corner of the Rite Aid building located at 666 Concar Drive. An additional pad-mounted

transformer was observed to the east of the Trader Joe's building located at 1820 South Grant Street. In addition, pole-mounted transformers were observed on South Delaware Street along the project site's western boundary. No evidence of leakage or staining was observed near any of these pad-mounted or pole-mounted transformers.

Two trash compactors were observed on the southern portion of the project site, behind the buildings located at 1850 South Grant Street and 666 Concar Drive. No evidence of chemical storage, or leakage or staining was observed near the trash compactors.

Underground Service Alert ("USA") markings with a BKF (presumably BKF Engineers) monument were present behind Rite Aid building located at 666 Concar Drive, as well as numerous spray paint markings and grouted boreholes in paved parking areas throughout the project site. These markings and grouted holes were likely all related to EKI's Phase II investigation (EKI, 2016) and a geotechnical investigation by Langan Treadwell Rollo performed in December 2015. Four groundwater monitoring wells are present on the project site. It is likely that these wells were installed by the property owner to monitor groundwater levels beneath the property, given the subsidence experienced in the western portion of the project site, potentially caused by the dewatering operations of the adjoining construction site, located west of South Delaware Street. Since the water levels are back to normal, it was confirmed that no water quality samples have been collected from these wells.

Regulatory Database Search

Various federal and state regulations require that government agencies maintain records of environmental permits; records of properties generating, handling, or storing hazardous materials; records of properties impacted by regulated compounds; and records of properties under investigation by the government for alleged violations of hazardous material regulations.

A search of federal and state databases was undertaken. A list of the databases searched and the results are provided in Appendix E. The shopping center was listed in the Resource Conservation Recovery Act (RCRA) Large Quantity Generator, Facility Index System (FINDS), Historical underground storage tank registered database (CA HIST UST), California Environmental Reporting System (CERS) HAZ WASTE, Hazardous Waste (HAZNET) databases for hazardous waste disposal, Hazardous Waste & Substance Site List (HIST CORTESE), Statewide Environmental Evaluation and Planning System (SWEEPS), RGA LUST / San Mateo County Business Inventory, and SWRCY, which includes a listing of recycling facilities in California. None of the listings indicate a significant environmental concern as there were no report of significant spills or leaks at the project site.

Potential Off-Site Sources of Contamination

According to the Phase I report prepared for the project, there are eight reported chemical release sites located in the proximity of (within approximately one-quarter of a mile) and potentially upgradient of (generally to the west or southwest) or adjacent to the project site with regard to reported shallow groundwater flow direction. A summary of the off-site reported chemical release sites and potential for impact to the project site are discussed below.

Station Park Green, 1700 South Delaware Street

The Station Park Green (new address at 430 Station Park Circle) site is located approximately 140 feet west of the project site across the intersection of Concar Drive and South Delaware Street. The site includes the former Kmart Store, Michaels Store, and Shell Oil sites at 1700 South Delaware Street, 1750 South Delaware Street, and 1790 South Delaware Street, respectively. The site was recently developed with a multifamily residential complex (Station Park Green).

A new cleanup program case was opened for the 1700 South Delaware Street property in March 2015 under the site name “Station Park Green”. Three impacted areas were identified on the site and outlined proposed future remediation activities: Action Area #1 is the southwestern corner of the site, where TPH was detected in soil and perched groundwater; Action Area #2 is TPH-impacted soil around the former Michael’s Store along Concar Drive in the eastern portion of the site; and Action Area #3 is TPH, benzene, and 1,2-DCA-impacted soil and groundwater on the former Shell Oil property in the eastern portion of the site. These remediation activities included soil and groundwater excavation of impacted media as well as grading. The case is closed by the SMCGRP as of September 2016. Based on the investigation and remediation work conducted to date at the Station Park Green site and dewatering conducted during excavation, the compounds in soil and groundwater from this site are unlikely to impact the project site.

Former K-Mart

A gasoline release from a UST was reported at the 1700 South Delaware Street site in June 1989. The case is closed as of December 2001 and is unlikely to impact the project site.

Former Shell Station

A Leaking Underground Storage Tank (LUST) case was reported at the 1790 South Delaware Street site in January 1990. A cleanup program case was opened for soil contamination in August 2009 following discovery of contaminated soil during removal of a hydraulic hoist. PCBs, waste motor oil, hydraulic oil, and lubricating oil are listed as the potential contaminants of concern for the site, and groundwater and soil identified as the potentially affected media. The LUST case is closed as of November 2009 and the cleanup program case is closed as of July 2012. Residual hydrocarbon impacts detected near the former and existing hydraulic hoist do not appear to pose a risk to public health and the environment under existing land use conditions. However, changes in land use or removal of soil and groundwater from the affected area may create a risk. As a result, any proposed change in land use or proposed soil or groundwater removal activity at or in close proximity to the Shell Oil site must be submitted to the San Mateo County Groundwater Protection Program (SMGRP) for review in order to evaluate whether the residual contaminants will likely pose a risk to public health and the environment if the proposed activities are implemented.

Mobil and Arco Sites

Two former LUST sites are located approximately 300 feet south (404 East 19th Avenue, Mobil site) and 350 feet southwest (1950 South Delaware Street, Arco site) of the project site, respectively. Both sites are gas station release sites that have received closure from SMCGRP in 2013 and are currently operating gas stations. Petroleum hydrocarbons and related VOCs were released at both sites. These compounds are not expected to affect the project site land use.

Hayward Park Caltrain Station

The Hayward Park Caltrain Station is located approximately 1,000 feet west of the project site. This site is thought to be the source of off-site impacts to soil and groundwater at the Kmart Store site at 1700 South Delaware Street, based on historical uses of the site as an asphalt plant. The site is shown as being open and under regulatory oversight; however, the only records available for this site on GeoTracker are those related to the adjoining site at 1700 South Delaware Street, and it is unknown if investigation and remediation of on-site issues has occurred at this property. Given the extensive dewatering that occurred between the Hayward Park Caltrain Station and the project site along with the distance to the project site, the known release from this site is unlikely to affect the project site.

LUST Cases

Three additional LUST cases were identified within 1,000 feet of the project site at 262 East 19th Avenue, 2000 South Delaware Street, and 1949 Pacific Boulevard. All three LUST cases are closed as of July 2006, March 2002, and February 2002, respectively. All three former LUST sites are unlikely to impact the project site.

Soil and Groundwater Contamination

As discussed above, the site was filled and graded in the late 1940s and early 1950s. A three foot thick layer of fill material was observed at the project site. Fill material could contain potential chemicals of concern and soil samples from the project site were analyzed. In addition, serpentine rock was commonly used as base rock, which could contain asbestos. Cobalt and nickel were the only chemicals detected in the soil samples above risk-based screening criteria. The concentration of cobalt and nickel, however, are consistent with background concentrations for the area. There was no serpentine rock found in the soil samples. Thus, the fill material present beneath the project site does not appear to be impacted by chemicals of concern.

Groundwater samples from the project site were collected and analyzed for chemicals of concern. Samples from the central areas of the project site contained elevated levels of TPH, consistent with heavily weathered and aged petroleum (i.e., from a historical release not a recent spill). It is assumed that the source of the TPH is from either construction activities in the 1950s, the imported fill underlying the project site, or an off-site upgradient source to the west. One sample from the southwest corner of the project site contained the VOCs 1,2-DCA and MTBE in elevated levels. The detected 1,2-DCA concentration exceeded California's drinking water standard, but the MTBE concentration was below the drinking water standard. These VOCs were not detected anywhere else on the project site; therefore, it appears they originated off-site at an upgradient location. Several dissolved metals were detected in various groundwater samples. The dissolved metals concentrations detected are generally consistent with background levels for the region.

Wildland Fires

According to San Mateo County Fire Hazard Safety Zone maps produced by CAL FIRE, the project site is not located in a fire hazard severity zone in a State Responsibility Area (SRA) or a Local Responsibility Area (LRA).¹⁴ This indicates a very low potential for wildland fires to impact the proposed project.

¹⁴ CALFIRE. *San Mateo County Very High Fire Hazard Severity Zones in LRA*. November 24, 2008.

4.9.2 Impact Discussion

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

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. (Less than Significant Impact)

The Corridor Plan EIR concluded that the City shall require applicants for projects within the Corridor Plan Area to provide for the safe storage, containment, and disposal of chemicals and hazardous materials in accordance with applicable state and federal regulations and requirements.

Construction

During construction, the project may store fuels and chemicals used in the construction of the proposed buildings. It is anticipated that limited quantities of miscellaneous hazardous substances,

such as gasoline, diesel fuel, hydraulic fluids, paint, and other similarly related materials would be brought onto the project site, used, and stored during the construction period. Temporary use of fuels and other chemicals associated with construction on the site would not result in a significant hazard to the public or environment. **(Less than Significant Impact)**

Operation

The proposed project would not involve the transport, use, storage or disposal of reportable quantities of hazardous materials. Residents would likely use and store small quantities of cleaning supplies and maintenance chemicals which would not be considered significant. Operation of the proposed residential amenities (i.e., pool, yoga room, fitness room, lounge areas) and commercial spaces would include the use and storage of cleaning supplies, maintenance chemicals, and pool chemicals in small quantities.

The small quantities of cleaning supplies, maintenance chemicals, and pool chemicals that would be transported, used and stored on-site, would not generate substantial hazardous emissions or accidental chemical releases that would pose a risk to site users or adjacent residential land uses. Compliance with applicable federal, state and local handling, storage, and disposal requirements would ensure that no significant hazards to adjacent residences are created by the routine transport, use, or disposal of hazardous substances. **(Less than Significant Impact)**

Impact HAZ-2: The 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)

The Corridor Plan EIR concluded that the development within the proposed Corridor Plan Area could result in the exposure of construction workers and future residents to potentially contaminated soils due to improper removal of existing hazardous materials on site; exposure to Asbestos-containing Materials (ACMs) and deposition of lead-based paint chips during demolition of structures; leakage from the USTs found in the area; other historic releases of hazardous materials to soil or groundwater in the area; or contamination from transformers in the Corridor Plan Area.

Asbestos Containing Materials and Lead-Based Paint

The project proposes to demolish the existing on-site buildings. Asbestos-containing materials (ACM), lead-based paint and other potentially hazardous building materials may be contained in structural elements. Use of lead in household paint was banned by the U.S. Environmental Protection Agency (EPA) effective January 1, 1978. Since the buildings at the project site were constructed by 1974, lead-based paint is assumed to be at the project site.

Asbestos survey reports were completed for all the existing on-site buildings (see Appendix F). The surveys identified ACMs in the building materials, including friable suspect ACM in the form of drywall/joint compound and ceiling panels and non-friable suspect ACM in the form of vinyl flooring and associated mastic, various construction mastics and caulking, and roofing materials. All on-site buildings were found to have ACMs. As a result, demolition of the existing buildings could expose construction workers and nearby residences to harmful levels of asbestos.

Demolition and disposal of the existing buildings at the site, with the implementation of the standard measures below, will not result in significant impacts related to the presence of ACM or lead-based paint.

Conditions of Approval

The project proposes to dispose of these materials in conformance with local, state and federal regulations and disposal would be carried out by trained workers. Demolition and disposal of the existing buildings at the site, with the implementation of the standard measures below, will not result in significant impacts related to the presence of ACM or lead-based paint.

- As required by state law, an asbestos and lead paint abatement scope of work will be developed prior to issuance of a demolition permit for the structure on the project site. All measures outlined in this scope of work shall be implemented as part of the project. This scope of work shall outline the performance parameters for hazardous remediation standards and regulatory compliance criteria. In addition, any asbestos abatement contractors performing work on the site will be licensed by the State of California. Buildings of the age of those on the project site may contain mercury and/or PCBs. Therefore, these hazardous materials shall be found and removed prior to demolition and recycling. This will be verified as part of a final hazardous materials report prepared by a qualified consultant and will be submitted to the Building Division prior to issuance of a demolition permit.

The *San Mateo 2030 General Plan FEIR* and *Corridor Plan FEIR* concluded that conformance with regulatory requirements will result in a less than significant impact from ACMs and Lead. (**Less Than Significant Impact**)

Soil and Groundwater Contamination Impacts

A closed LUST case, as of April 2013, is located on the project site in the northwest corner, the former Exxon gas station site. As part of the proposed project, SMCGRP requested that a soil and groundwater management plan (SGMP) be prepared for the former LUST site. A SGMP was prepared and submitted for the project in August 2018. The SGMP includes protocols for appropriate management of dewatering and soil excavation. With implementation of the SGMP during construction, the proposed project would not cause an accidental release of hazardous materials into the environment. The implementation of these site-specific measures and existing federal, state, and local hazardous material regulations as stated in the San Mateo 2030 General Plan FEIR would reduce any potential impacts resulting from accidental exposure to known or unknown hazardous materials. (**Less than Significant Impact**)

Impact HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Less than Significant Impact)

The project site is within one-quarter mile of Fiesta Gardens International School located at 1001 Bermuda Drive, approximately 0.13 miles southeast of the project site. As discussed above, the proposed project would include the use and storage of cleaning supplies, maintenance chemicals, and pool chemicals in small quantities. Use of these chemicals would not generate substantial hazardous

emissions or accidental chemical releases. Compliance with applicable federal, state and local handling, storage, and disposal requirements during construction and operation as stated in Impacts HAZ-1 and Impact HAZ-2 would ensure that the project would not pose a significant health risk to nearby schools. **(Less than Significant Impact)**

Impact HAZ-4: The project would not 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, create a significant hazard to the public or the environment. (No Impact)

The project site is not on the Cortese List and would not result in a significant hazard to the public.¹⁵ **(No Impact)**

Impact HAZ-5: The project would not be 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. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. (No Impact)

The project site is approximately 5.5 miles southeast from the San Francisco International Airport and approximately four miles northwest of the San Carlos Airport. The City, including the project site, is not within the safety zones (or Comprehensive Land Use area) or noise contour of either airport.¹⁶ These hazards would not present a significant impact to those living or working at the project site. **(No Impact)**

Impact HAZ-6: The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (No Impact)

The proposed project, redevelopment of an urban, commercial site without modification to the existing roadway network, would not physically interfere with an adopted emergency response or evacuation plan. 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. **(No Impact)**

Impact HAZ-7: The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. (No Impact)

¹⁵ CalEPA. "Cortese List Data Resources". Accessed April 3, 2019. <https://calepa.ca.gov/sitecleanup/corteselist>.

¹⁶ 1) City/County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. July 2012. Page IV-23. 2) City/County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Carlos Airport*. October 2015. Page 4-17.

The project site is in a developed urban area and it is not adjacent to any wildland areas that would be susceptible to fire. Therefore, implementation of the proposed project would not expose future site users or the proposed building to wildland fires. **(No Impact)**

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal, State, and Regional

Water Quality Overview

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. 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 water quality control boards. The project site is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB).

Basin Plan

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

Statewide Construction General Permit

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

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB has issued a Municipal Regional Stormwater NPDES Permit¹⁷ (MRP) that covers the project area. Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. The MRP requires regulated projects to include Low Impact Development (LID) practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. The MRP also requires that stormwater treatment measures are properly installed, operated and maintained.

¹⁷ MRP Number CAS612008

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) in order 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 (FIRM) that identify Special Flood Hazard Areas (SFHA). An SFHA is an area that will be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Dam Safety

Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail.¹⁸ Because dam failure that results in downstream flooding may affect life and property, dam safety is regulated at both the federal and state level. In accordance with the state Dam Safety Act, dams are inspected regularly and detailed evacuation procedures have been prepared for each dam.

Local

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.

San Mateo General Plan

Applicable General Plan policies related to hydrology and water quality include, but are not limited to, the following listed below.

Policies	Description
S 1.3	Erosion Control. Require erosion control measures for all development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15% or greater which are to be altered. Control measures shall retain natural topographic and physical features of the site if feasible.
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.
C/OS 2.6	Maintain the highest possible level of water quality reasonable for an urban environment in City creeks and channels through the provision of administrative, maintenance, and treatment measures; at

¹⁸ State of California. 2018. *2018 State Hazards Mitigation Plan*. Accessed February 1, 2019.

https://www.caloes.ca.gov/HazardMitigationSite/Documents/002-2018%20SHMP_FINAL_ENTIRE%20PLAN.pdf

Policies	Description
	a minimum, water quality levels must meet Environmental Protection Agency (EPA) standards, allow for limited water recreation, and sustain aquatic/wildlife habitat appropriate to the water flow in the channel; the more stringent requirements applicable to contact water recreation would apply to Marina Lagoon.
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. <ol style="list-style-type: none"> 1. Prevent water pollution from point and non-point sources. 2. Minimize stormwater runoff and pollution by encouraging low-impact design features, such as pervious parking surfaces, bioswales and filter strips in new development. 3. Encourage the use of drought-tolerant and native vegetation in landscaping.

San Mateo Municipal Code, Title 7

Municipal Code Title 7, Chapter 39, Stormwater Management and Discharge Control, addresses stormwater management and controlling non-stormwater discharge in the City. It includes requirement for a Stormwater Pollution Prevention Program (STOPPP) construction permit. This permit regulates the discharge into the City's stormwater system and is in coordination with the MRP above.

San Mateo Municipal Code, Title 23

Ordinances addressing flooding damage prevention in the City of San Mateo are contained in Title 23, Chapter 33, Floodplain Management, of the City's Municipal Code, which establishes San Mateo's eligibility to participate in the National Flood Insurance Program. The City requires all new buildings in Special Flood Hazard Areas (SFHA) to be built with finished floors above base flood elevations established by FEMA. Individual development projects are required to complete a detailed hydrologic study prior to City issuance of development permits. These studies aim to identify downstream areas that experience localized flooding, detailing potential impacts that proposed projects could create on these areas, and identify both on- and off-site mitigation measures that would be required to prevent these impacts.

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

There are a total of four major drainage basins (both artificial and natural) within the City, including the San Mateo Creek complex, the North San Mateo complex, the Marina Lagoon complex, and the Third and Detroit watershed, each composed of numerous stream channels, culverts, and storm drainage piping systems. The Marina Lagoon complex is further divided into four minor drainage basins, including the 16th Avenue Drain, 19th Avenue Drain, Laurel Creek, and direct drainage to Marina Lagoon. The project site is located within the 19th Avenue Watershed.¹⁹ Stormwater onsite typically flows into the City's 12-inch and 18-inch storm drains, both of which drain to the Seal Slough, and runoff is then pumped into the Bay. Stormwater that falls onto landscaped areas likely infiltrates directly into the ground.

¹⁹ City of San Mateo. *City of San Mateo General Plan Revised Draft Environmental Impact Report - Figure 4.8-3 Sources of Flooding*. January 2010.

Flooding Hazards

The City of San Mateo Fire Department and Public Works Department and the Department of Emergency Services monitor low-lying areas and stormwater runoff. The San Mateo Fire Department is responsible for monitoring and responding to imminent/actual flooding. The City of San Mateo confronts substantial flood risks from the San Francisco Bay. According to the Flood Insurance Rate Map (FIRM) prepared by Federal Emergency Management Agency (FEMA) for the project area, the site is located within Zone X (area with reduced flood risk due to levee), and therefore no special floodplain requirements apply to the site.²⁰

Surface 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, pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain. The nearest waterways to the project site are Leslie Creek and Borel Creek, approximately 0.3 miles north and south of the project site, respectively. Seal Slough is approximately 0.5 mile east and the San Francisco Bay is approximately 1.3 miles northeast of the site.

Groundwater

Groundwater in the project area is part of the San Mateo Plain groundwater subarea, which is part of the larger South Bay Groundwater Basin. As discussed in *Section 4.6 Geology and Soils*, test borings encountered groundwater at depths ranging from four to eight feet bgs. Fluctuations in groundwater may occur due to variations in rainfall, underground drainage patterns, and other factors. The project site is not located within a natural or facility groundwater recharge area.

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 body or landsliding into or beneath the water body.²¹

Tsunamis are seismically generated sea waves. In the City, tsunami and seiche events are most hazardous in shoreline areas. The project site is approximately 1.3 miles from the San Francisco Bay, and is not in a tsunami or seiche inundation area.²²

Dam failure

There is a total of six dams that affect the City in regard to potential flooding. These dams include Crystal Springs, San Andreas, Laurel Creek and East Laurel Creek, and Tobin Creek in Hillsborough. Lower Crystal Springs Dam is the largest of the dams that would affect the City in

²⁰ Federal Emergency Management Agency. *Flood Insurance Rate Map, Community Panel No. 06081C0166F*. July 16, 2015.

²¹ U.S. Geological Survey. *Seismic Seiches*. Accessed February 2, 2019. Available at: <https://earthquake.usgs.gov/learn/topics/seiche.php>.

²² Association of Bay Area Governments. *Resilience Program*. Accessed February 2, 2019. Available at: <http://gis.abag.ca.gov/website/Hazards/?hlyr=tsunami>.

event of failure. This dam maintains the majority of the water in the Crystal Springs reservoir, which retains a water supply for San Francisco, and most cities within San Mateo County, including the City of San Mateo. The California Division of Safety of Dams (DSOD) reviews and inspects the dams for potential failure due to a major seismic event. According to the most recent reports for each of the dams under the jurisdiction of DSOD (Lower Crystal Springs, San Andreas, Laurel Creek), the DSOD indicates that the dams are structurally safe and will perform without failure. The Lower Crystal Springs Dam specifically has been evaluated for the potential of an earthquake with a maximum magnitude of 8.3 and determined that the potential for dam failure would be low. According to the City's General Plan FEIR, the project site is within the area of potential inundation area due to Crystal Springs Dam failure.²³

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
– impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

²³ City of San Mateo. *City of San Mateo Revised General Plan EIR*. January 2010. Figure 4.8-4.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. (Less than Significant Impact)

During Construction

Implementation of the project would require demolition, excavation, grading, and construction of the site. In accordance with the findings of the Corridor Plan EIR, construction activities would temporarily increase the amount of unconsolidated materials on-site, and grading activities could increase erosion and sedimentation that could be carried by runoff into natural waterways, which could increase sedimentation impacts to local creeks or San Francisco Bay.

The proposed project would result in the disturbance of a 14.5-acre project site. The project would disturb more than one acre of ground surface, and therefore is subject to compliance with the Construction General Permit. In compliance with the permit, the project is required to develop and implement a SWPPP/STOPPP construction permit. Implementation of the following conditions of approval would reduce the project's construction phase stormwater pollution impacts to less than significant levels.

Conditions of Approval

The following conditions, 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:

Construction 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:

- Avoid or minimize excavation and grading activities during wet weather, unless the City approves a winter erosion control plan submitted by the applicant.
- 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.
- Protect existing storm drain inlets in the project area from sedimentation with filter fabric fences gravel bags block and gravel filters.
- Cover and stabilize stockpiled soil and materials with tarps, geotextile fabric, hydroseeding and/or erosion control blankets.
- Install berms or silt fencing around stockpiled materials to prevent stormwater runoff from transporting sediment off-site.

- The applicant shall obtain a Stormwater Pollution Prevention Program (STOPPP) Construction permit, paying the required fees and posting the required cash deposit, for all work associated with the stormwater pollution prevention program (San Mateo Municipal Code Section 7.39). The fee amount will be based upon the City Council resolution in effect at the time the building permit application is made. The permit shall be issued prior to issuance of the first building permit.
- In accordance with the City's Municipal Code (SMMC 7.38.150) and Groundwater Discharge Policy Memo to the Director, dated July 8, 2016, the Director of Public Works may approve the discharge of ground waters to the sanitary sewer if the source is deemed unacceptable by State and Federal authorities for discharge to surface waters of the United States, whether pretreated or untreated, and for which no reasonable alternative method of disposal is available. Following the verification of the applicable local, state and/or federal approvals, a Discharge Plan shall be approved and monitored by the Public Works Department.

Construction of the proposed project, with implementation of the above measures in accordance with the City's Municipal Code and General Plan policies, would not result in significant construction-related water quality impacts. **(Less Than Significant Impact)**

Post-Construction

Stormwater from urban uses typically contains sediment, metals, pesticides, herbicides, and other contaminants such as oil, grease, lead, and animal waste. Runoff from the project site after the proposed project is constructed may contain sediment, metals and other pollutants from roof materials, and chemicals (i.e., fertilizers, pesticides, etc.) from the landscaped areas. In addition, runoff from the paved surfaces onsite may contain sediment and trash. Paved surfaces for the proposed mixed-use development may also contain oil, grease, and metals from the vehicles. Figure 4.10-1 provides the preliminary stormwater control plan for the project, depicting the existing and proposed storm drain infrastructure, including the proposed treatment control measures. The Stormwater Management Plan (SWMP) (as seen in Figure 4.10-1), shall be completed for the project in accordance with the SMCPPP's C.3 Stormwater Technical Guidelines to help reduce discharge of pollutants into waterways and protect local water quality.

As further discussed in Impact HYD-3, since the amount of impervious area created with the project would be greater than 10,000 square feet, the project is subject to compliance with the MRP.

The proposed project, when completed, would not significantly increase the amount of runoff or pollutants flowing into the storm drain system, following the implementation of appropriate stormwater treatment measures. Construction and excavation activities could, however, temporarily increase pollutant loads.

Conditions of Approval

The following conditions of approval, based on RWQCB requirements and City of San Mateo Standard Conditions of Approval, shall be implemented by the project in order to reduce potential post-construction water quality impacts:

- The project shall comply with all City of San Mateo's ordinances, policies, and processes

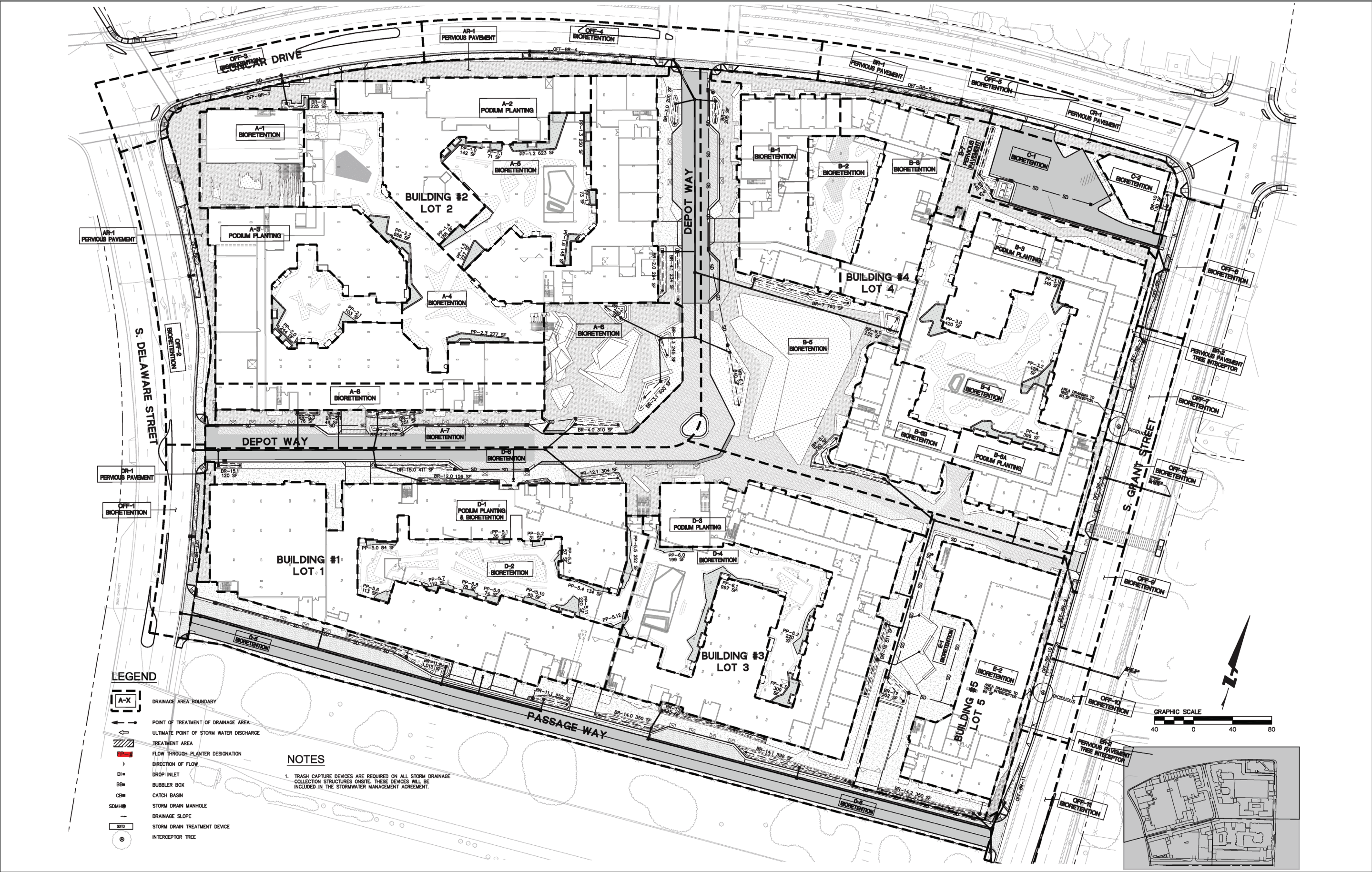
regarding the post-construction treatment of stormwater runoff. Specifically, an O&M agreement between the applicant and City shall be recorded with the property title prior to issuance of grading or building permits for project construction, to ensure compliance with City of San Mateo and MRP requirements.

The project shall implement site design and source control BMPs for minimizing the volume of runoff and pollution in runoff to the extent practicable, per the MRP. These BMPs shall include the following:

- Discharging to landscaped areas is preferred;
- Minimize impervious surfaces and increase use of permeable pavement where feasible;
- Locate all storm drain inlets to be stenciled with, “No Dumping! Flows to Bay” to discourage illegal dumping;
- Locate and design trash enclosures and materials handling areas in covered areas; and
- Use effective, site-specific erosion and sediment control methods during post-construction periods.

In addition, the existing site is 89 percent impervious without treatment measures, since the site was developed prior to modern stormwater requirements. The proposed project would add 13,557 square feet of new pervious surface area which would include landscaping and pervious paving (See Table 4.10-1). Consequently, the proposed project would result in a two percent net decrease of impervious surfaces on the project site, which would result in a slight decrease in stormwater runoff, and include treatment measures not present in the current site conditions, thereby improving conditions.

By implementing standard measures and complying with the requirements of the MRP, the proposed project would have a less than significant post-construction water quality impact. **(Less Than Significant Impact)**



PRELIMINARY STORMWATER MANAGEMENT PLAN

FIGURE 4.10-1

Impact HYD-2: The project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede groundwater management of the basin. (Less than Significant Impact with Mitigation Incorporated)

The Corridor Plan EIR concluded an increase in the likelihood of groundwater depletion as a result of construction activities within the Corridor Plan Area. The project site is located in a developed urban area and is not within a designated groundwater recharge zone for the groundwater basin. Based on subsurface investigations for the project site, groundwater would be expected at approximately four to eight feet below ground surface, although groundwater depths fluctuate seasonally. Shallow groundwater in the vicinity of the project site is not used for drinking water. The excavations for each of the below-grade parking structure are anticipated to be approximately 13 feet bgs. It is anticipated that shallow groundwater may be encountered during excavation. Dewatering could be accomplished by pumping from sumps and will be required to follow the measures (MM HYD-2.1) as stated below to protect groundwater quality of the shallow aquifer underlying the site.

Mitigation Measure: The following mitigation measure will reduce or avoid shallow groundwater impacts during construction to a less than significant level:

- MM HYD-2.1:** A detailed, design-level geotechnical investigation shall be completed and shall address the need for dewatering during construction. Project construction shall follow the recommendations of the investigation as stated below:
- To construct the basement of the buildings, groundwater would need to be temporarily lowered to a depth of at least three feet below the bottom of the planned excavation. The method of dewatering will depend to an extent on the method of shoring. The dewatered level shall be maintained at that depth until sufficient building weight is available to resist the hydrostatic uplift pressure of the groundwater at its design elevation.
 - If dewatering wells are installed within the excavation, the wells shall be properly sealed through the floor slabs upon abandonment to reduce the potential for water leakage.
 - Dewatering the site shall remain as localized as possible. Widespread dewatering could result in subsidence of the area around the site due to increases in effective stress in the soil. Nearby streets and other improvements shall be monitored for vertical movement and groundwater levels outside the excavation shall be monitored through wells while dewatering is in progress.
 - The geotechnical report recommends a recharge program to be submitted as part of the dewatering plan, so that the contractor is prepared to recharge the groundwater outside the excavation through recharge wells, should excessive settlement or groundwater drawdown be measured.

The proposed project, with implementation of the above mitigation measure, would reduce impacts of dewatering to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

Impact HYD-3: The project would not 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. (Less than Significant Impact)

The project site is located in a fully developed area of San Mateo and no surface water bodies are present on or adjacent to the project site. The nearest surface water is Leslie Creek and Borel Creek, approximately 0.3 miles to the north and south of the project site, respectively. The City of San Mateo owns and maintains the municipal storm drainage system which serves the project site. The lines that serve the project site drain into Seal Slough.

The project would not substantially alter the existing drainage pattern of the site. Currently, surface water runoff on-site is conveyed to the existing storm drain system. Under existing conditions, the project site is covered with approximately 559,848 square feet of impervious surface and approximately 72,000 square feet of pervious surface. With the proposed project, the site would be covered with approximately 546,291 square feet of impervious surfaces for roof area, parking, sidewalks, driveways, streets and patios. The proposed project would add 13,557 square feet of new pervious surface area which would include landscaping and pervious paving (See Table 4.10-1). Consequently, the proposed project would result in a two percent net decrease of impervious surfaces on the project site, which would result in a slight decrease in stormwater runoff. The project would slightly increase pervious surfaces on-site due to landscaping, therefore, implementation of the proposed project would not substantially alter the existing drainage pattern of the site or area through the alteration of any waterway. Because the proposed project would not substantially alter the existing drainage pattern and impermeability of the proposed mixed-use project, potential for flooding under the proposed project would be the same as under existing conditions. Therefore, impacts related to flooding on- or off-site due to substantial alteration of the existing drainage pattern or substantial increase in the rate or amount of surface run-off would be less than significant.

Table 4.10-1: Approximate Pervious and Impervious Surfaces On-Site						
Site Surface	Existing/Pre-Construction (sf)	%	Project/Post Construction (sf)	%	Difference (sf)	%
Impervious						
Roof Area(s)	168,252	27	398171	63	+229,919	+36
Parking	124,508	20	10,470	2	-114,038	-18
Sidewalks, Patios, Driveways, etc.	267,088	42	86,638	14	-180,450	-28
Streets	0	0	51,012	8	+51,012	+8
<i>Subtotal</i>	<i>559,848</i>	<i>89</i>	<i>546,291</i>	<i>87</i>	<i>-11,975</i>	<i>-2</i>
Pervious						
Landscaped Areas	72008	11	60,099	9	-11,909	-2
Pervious Paving	0	0	25,466	4	+25,466	+4
<i>Subtotal</i>	<i>72008</i>	<i>11</i>	<i>85,565</i>	<i>13</i>	<i>+13,557</i>	<i>+2</i>
Total	631,856	100	631,856	100		

Moreover, the project would include site design, source control, and post-construction treatment control measures in compliance with the MRP and Section 7.39 of the San Mateo Municipal Code. These measures would help reduce the volume and sediment load of runoff leaving the site and entering the public storm drain system, which will in turn reduce potential erosion impacts to Seal Slough. Because the project is anticipated to result in reduced runoff volumes over the current development on the site, it is not expected to negatively impact the capacity of the existing public storm drain system.

The proposed project is not located within a 100-year floodplain. The site is designated as a Flood Zone X, located in an area outside of the 0.2 percent chance floodplain. The project doesn't propose the alteration of the course of a stream or a river, actions which could potentially increase the risk of flooding on-site. The previously listed conditions of approval will be applied and serve to lower the rate and volume of stormwater runoff from the site, thus further reducing the risk of potential flood events.

By implementing post-construction BMPs and adhering to drainage standards established by the City of San Mateo, the project would not generate significant increases in the volume of stormwater flows to the existing storm drain system or local waterways. Compliance with the conditions of approval listed in Impact HYD-1 would ensure impacts from stormwater drainage would be minimal. **(Less than Significant Impact)**

Impact HYD-4: The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. (Less than Significant Impact)

Flooding

The project site is not located within a 100-year flood hazard zone. Therefore, the project would not result in impacts related to flooding and inundation. **(No Impact)**

Dam Failure

The project site is within the Lower Crystal Springs dam failure inundation hazard zone. While the project site is subject to deep inundation should the Lower Crystal Springs Reservoir fail catastrophically, DSOD reviews and annually inspects the dams for potential failure due to a major seismic event. As discussed above, the Lower Crystal Springs Reservoir has been evaluated for the potential of an earthquake with a maximum magnitude of 8.3 on the Richter scale and the DSOD determined that the potential for dam failure would be low. While the potential inundation resulting from catastrophic dam failure could damage the project site and pose a severe hazard to public safety, the probability of such failure is extremely remote; therefore dam inundation failure is not considered a significant hazard. **(Less Than Significant Impact)**

Seiche and Tsunami

The project site is a flat parcel on the valley floor and is not proximate to a large body of water. Additionally, the project site is not located within a designated tsunami inundation zone. Therefore, the proposed project would not be subject to inundation by seiche or tsunami. **(No Impact)**

Impact HYD-5: The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (Less than Significant Impact)

The CEQA Guidelines were amended in 2019 to include this checklist question. The original EIR for the Corridor Plan was certified in 2005 and therefore does not evaluate this impact statement.

As stated in Impact HYD-2, the project site is located in a developed urban area and is not within a designated groundwater recharge zone for the groundwater basin. The project would not conflict with the implementation of a water quality control plan or sustainable groundwater management plan. **(Less than Significant Impact)**

4.11 LAND USE AND PLANNING

As proposed, the project would demolish the existing buildings and parking lot and construct a high-density mixed-use transportation-oriented development. The consistency of the proposed land use with the City's General Plan and other major development studies is evaluated in the SEIR. No further analysis will be provided in this Initial Study.

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Existing Conditions*

The project site is located in a developed urban area in the City of San Mateo. Mineral resources within San Mateo County such as limestone deposits, rock quarries and salt evaporation ponds are located in the coastal areas, mountains and baylands. There are no known mineral resources in the vicinity of the project site.

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact MIN-1: The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. (No Impact)

As discussed in Section 4.12.1.1 Existing Conditions, the proposed project is within a developed urban area and it does not contain any known or designated mineral resources. Therefore, the development of the proposed mixed-use development and related improvements on the project site would not result in the loss of availability of any known mineral resources, nor would it result in the loss of availability of any locally important mineral resource recovery site. **(No Impact)**

Impact MIN-2: The project would not result in the loss of availability of locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. (No Impact)

See response to Impact MIN-1. **(No Impact)**

4.13 NOISE

The project could result in significant impacts related to noise and vibration. As a result, this section is discussed in detail in the SEIR and no further analysis will be provided in this Initial Study.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

California Housing Element

California's Housing Element Law requires all cities to: 1) zone adequate lands to accommodate its Regional Housing Needs Allocation (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 work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.

Regional

Plan Bay Area 2040

The Association of Bay Area Governments (ABAG) allocates regional housing needs to each city and county within the nine-county Bay Area, based on statewide goals. ABAG also develops forecasts for population, households, and economic activity in the Bay Area. ABAG, Metropolitan Transportation Commission, and local jurisdiction planning staff created the Regional Forecast of Jobs, Population and Housing (upon which Plan Bay Area 2040 is based), which is an integrated land use and transportation plan looking out to the year 2040 for the nine-county San Francisco Bay Area.

Plan Bay Area 2040 is a state-mandated, integrated long-range transportation, land-use and housing plan intended to support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution and GHG emissions in the Bay Area. Plan Bay Area promotes compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). The project site is located within El Camino Real PDA.

Local

San Mateo General Plan

The San Mateo General Plan contains Land Use policies that support a wide variety of land uses and substantial growth of both the commercial and residential sectors. The following General Plan Land Use Policies are relevant to the proposed project.

Policies	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.
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

According to the California Department of Finance, the City had a population of approximately 104,570 residents as of January 1, 2019.²⁴ The Association of Bay Area Governments (ABAG) projects the City's population will be 126,000 by 2040.²⁵

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact POP-1: The project would not 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). (Less than Significant Impact)

The Corridor Plan EIR concluded that construction activities associated with the proposed Corridor Plan would not induce substantial unplanned population growth in the area, either directly or indirectly. The project proposes the construction of 961 new residential units. Based on an average of 2.62 persons per household for City of San Mateo, the project would result in a net increase in local population by approximately 2,518 new residents (961 units X 2.62).²⁶ The ABAG growth projections and the implementation of the 2030 General Plan Update could result in a population of 119,800 people, approximately 48,360 dwelling units, and 65,300 jobs at buildout. The Corridor Plan includes the development of 4,031 new housing units under Scenario Z by 2020. The full buildout of the Corridor Plan FEIR Hayward Park Scenario Z is 1,725 dwelling units and at the time the Initial Study was prepared, the proposed project with the other development in the Hayward Park Station Area would exceed the total buildout assumptions for Scenario Z by 336 units (See Table 1.1-1 of the EIR). But the Corridor Area as a whole is still 683 units below the total buildout capacity for Scenario Z. Therefore, the proposed mixed-use project is consistent with and accounted for in the General Plan and Rail Corridor Plan and would not result in substantial unplanned growth. In addition, the project would not result in indirect population growth as the project site is an infill site with existing utilities and roads.

²⁴ California Department of Finance. "E-5 City/County Population and Housing Estimates." Accessed April 23, 2019. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

²⁵ Association of Bay Area Governments. *Plan Bay Area 2040*. July 2017.

²⁶ California Department of Finance. "E-5 City/County Population and Housing Estimates." Accessed April 23, 2019. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

According to the current Housing Element of the General Plan (2015-2023), inflation of home values has greatly outpaced increases in household income levels, resulting in a critical housing affordability gap. The proposed project would incrementally reduce the affordability gap by increasing housing inventory. The impact would be less than significant. **(Less than Significant Impact)**

Impact POP-2: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. (No Impact)

There are no existing residential uses on the project site; therefore, the project would not displace any existing housing or people, and would not necessitate the construction of replacement housing elsewhere. **(No Impact)**

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Quimby Act - Parks

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. This legislation was in response to California's increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California's growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two.

School Facilities

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. Sections 65995-65998 sets 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 goes on to say that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

In accordance with California Government Code Section 65996, developers pay a school impact fee to the school district to offset the increased demands on school facilities caused by their proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Local

City of San Mateo General Plan

Applicable General Plan policies related to public services include, but are not limited to, the following listed below.

Policies	Description
LU 4.10	Provide Police Station facilities to meet the facility requirements through 2030.
LU 4.14	As a high priority, support quality public education.
LU 4.15	Ensure that reuse or redevelopment of surplus public school sites is compatible with surrounding land uses. At the time any school sites are declared surplus, establish residential densities consistent with surrounding densities. Give first priority and consideration to community recreation needs for reuse of school sites in accordance with the priorities in the Open Space/Conservation Element. Where it is in the community's interests to retain public recreation facilities, consider allowing density transfers from the portion of the site retained in public recreation use, as a means of reducing the cost of retaining the recreation facilities and achieving the maximum amount of housing.
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.

Policies	Description
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.
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 12.6	Provide use and reservation policies that give priority to residents of San Mateo; in particular, ensure that regional usage of Sugarloaf and Shoreline does not diminish resident opportunities to use these facilities.
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.
C/OS 14.9	Establish principles for all new or renovated parks to maximize productivity, efficiency and community value.
C/OS 16.5	Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services.

City of San Mateo Municipal Code

The City of San Mateo has established standards for dedication of land or payment of in-lieu fees for park and recreation facilities serving new residential subdivisions (Chapter 26.64 of the City of San Mateo Municipal Code). The code sets a standard of two acres per 1,000 residents to be dedicated by residential developers, with fees based on the value of real property and the number of residents estimated for various unit sizes. The Municipal Code also establishes park impact fees for residential units not subject to Chapter 26.64. In Section 13.05.070 of the Municipal Code, the City outlines land dedication requirements and fees for residential units that are not subject to Chapter 26.64. Fees and land dedications are calculated in the same manner as described in Chapter 26.64, while the applicability to residential projects varies.

4.15.1.2 Existing Conditions

Fire Protection Services

The San Mateo Fire Department (SMFD) provides fire protection services in the City of San Mateo. The department uses six fire stations: Station 21, located in the downtown area at 120 S. Ellsworth Avenue, Station 23 located at 31 W. 27th Avenue, Station 24 located at 319 S. Humboldt Street, Station 25 located at 545 Barneson Avenue, Station 26 located at 1500 Marina Court, and Station 27 located 1801 De Anza Boulevard. The nearest station to the project site is Station 23, which is approximately one mile southwest of the site.

The SMFD has approximately 94 full-time employees including operations (which makes up the majority of the staff), training, administration, fire prevention, and support staff. Daily staffing of the Operations Division consists of one battalion chief, 11 fire captains, and 25 firefighter/paramedics operating out of six fire stations.²⁷ All fire stations are staffed 24 hours per day, 365 days per year. Each fire station has one fire engine staffed by one fire captain and two firefighters/engineers. The SMFD responds to over than 8,000 emergency calls annually. The SMFD response time to 90 percent of the calls is typically six minutes and 18 seconds. The SMFD reviews applications for new projects to ensure that they comply with the City's current codes and standards.

Police Protection Services

The San Mateo Police Department (SMPD) provides protection services which serve the City of San Mateo. Mutual and automatic aid agreements with the San Mateo County Sheriff's Department and the police departments of Foster City, Belmont, and Hillsborough increases the City's capacity to respond to calls in the jurisdictional boundary areas and to emergency events. The main police station is located at 200 Franklin Parkway in San Mateo, which is approximately 1.5 miles southeast of the project site.

In addition to the response agreements with the surrounding jurisdictions, the SMPD has a State Mutual Aid Agreement with the County Sheriff to provide services in emergency situations. The SMPD has 115 sworn full-time officers (one chief, two captains, five lieutenants, 17 sergeants, and 90 officers), 15 dispatchers, seven community service officers, and approximately five administrative staff who provide police services and public safety dispatching to approximately 100,000 residents for the City of San Mateo.²⁸

Schools

The City of San Mateo is served by two primary and secondary education public school districts: the San Mateo-Foster City School District serves grades K–8; the San Mateo Union High School District serves grades 9–12. The San Mateo-Foster City School District operates 20 schools, including 14 elementary schools (kindergarten through fifth grade), five middle schools (sixth through eighth grades), and one combined elementary and middle school (kindergarten through eighth grade), in the cities of San Mateo and Foster City. The San Mateo Union High School District operates seven high

²⁷ San Mateo Consolidated Fire Department. *Annual Report 2018*. Available at: <https://www.smcfire.org/annual-reports>

²⁸ City of San Mateo. *Adopted 2019-20 Budget*. Page 104. Available at: https://www.cityofsanmateo.org/DocumentCenter/View/68831/Adopted-Budget_2019-20?bidId

schools, one continuation school, and one adult school in the cities of San Mateo, Burlingame, San Bruno, and Millbrae.

Students generated from the project would attend Sunnybrae Elementary School (located at 1031 South Delaware Street, approximately 0.7 mile northwest of the site), Borel Middle School (425 Barneson Avenue, one miles west of the site)²⁹ and Aragon High School (900 Alameda de las Pulgas, 1.5 miles southwest of the site).³⁰

Parks and Recreation Facilities

The City of San Mateo has 40 parkland sites, open space areas, and more than 40 miles of paths and trails. Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate areas, playgrounds, gardens and picnic areas. The nearest parks/recreational facilities are Concar Park (adjacent to the site to the north across Concar Drive), Fiesta Meadows Park (approximately 0.5 mile southeast of the site) and Bay Meadows Park (approximately 0.7 mile south of the site).

Based on General Plan Policy C/OS 12.2, the City's acreage goal for parkland and recreational facilities is six acres per 1,000 population. San Mateo's six -acre goal includes 1.5 acres of neighborhood parkland per 1,000 persons and 4.5 acres of community and regional parkland per 1,000 persons. Based on a population of approximately 100,000, the ratio of existing neighborhood and community (including mini parks, regional parks, and Coyote Point County Park) park and recreational facilities to population is five acres per 1,000 persons. To achieve the City's parkland goal, the City requires residential developers to dedicate two acres of parkland per 1,000 residences or a payment of fees in lieu of dedicating parkland to the City.

Libraries and Community Centers

There are three public libraries located within the City of San Mateo: the Main Library (55 West 3rd Avenue), the Hillsdale Branch Library (205 West Hillsdale Boulevard), and the Marina Branch Library (1530 Susan Court). The nearest public library is the Marina Public Library, approximately one mile east of the project site. The City of San Mateo has six community centers within the city limits. The nearest community center is the Central Recreation Center, 1.1 miles northwest of the project site.

²⁹ San Mateo – Foster City School District. "School Assignments." Accessed April 26, 2019. <http://www.schfinder.com/SMFC/>.

³⁰ San Mateo Union High School District. "School Locator." Accessed April 26, 2019. <https://betalocator.decisioninsite.com/?StudyID=85042>.

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:				
1) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact PS-1: **The project would not 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 fire protection services. (Less than Significant Impact with Mitigation)**

The project proposes to demolish the existing buildings and redevelop the site with 961 housing units and approximately 40,000 square feet of retail space. Implementation of the proposed project would cause subsequent redevelopment/infill growth in the City, which would increase the population and businesses within the City. The increase in population would cause an increase in demand for fire protection services. The implementation of the proposed infill/redevelopment of the project site could result in inadequate response times, personnel, and facilities for the San Mateo Fire Department. The Rail Corridor FEIR and General Plan FEIR determined that the SMFD would receive adequate funding through general tax contributions from the new development within the Rail Corridor Plan area (including the proposed project) and the impact would be less than significant. The Corridor Plan FEIR identified that full buildout of the Rail Corridor Plan would require the modernization and expansion of Fire Station #23 to accommodate the necessary equipment and personnel (MM Public Services-CP2). Improvements and expansion to Fire Station #23 have already been completed. For these reasons, the project would have a less than significant impact on fire services and facilities. **(Less than Significant Impact)**

Impact PS-2: **The project would not 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 police protection services. (Less than Significant Impact)**

The proposed project would increase the density of development on the site and would incrementally increase the need for police protection services. The implementation of the proposed infill/redevelopment of the project site could result in inadequate response times and personnel for the San Mateo Police Department. The Corridor Plan FEIR and General Plan FEIR determined that buildout of the Corridor Plan would require an increase in police staffing, but not an expansion of police facilities. The assumptions for the construction of new residential units considered by the Corridor Plan FEIR and General Plan (2010) FEIR would be exceeded by the proposed project in the Hayward Park Area, but would be 683 units less compared to the total housing assumptions for the Corridor Plan. The increase in police staffing would be partially funded through general tax contributions from new development in the Rail Corridor Plan area (including the proposed project). The need for increased police staffing, and the impacts of traffic on response times may be reduced by the deployment of new facilities and technology, in conformance with general Plan policies LU 4.29 and LU 4.30. For these reasons the proposed project would have a less than significant impact on police services and facilities. **(Less than Significant Impact)**

Impact PS-3: **The project would not 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 schools. (Less than Significant Impact with Mitigation Incorporated)**

Based on the San Mateo – Foster City School District’s student generation rates of 0.05 student per residential unit for elementary schools and 0.01 student per unit for middle schools³¹, the 961-unit project would generate approximately 48 new students at Sunnybrae Elementary School and 10 new students at Borel Middle School. Using the San Mateo Union High School District’s student generation rate of 0.03 high school student per residential unit, the project would generate approximately 29 new high school students at Aragon High School. The Rail Corridor FEIR identified that middle schools and high schools in the Rail Corridor Plan area would not have capacity to accommodate the projected growth.

Mitigation Measures: In accordance with California Government Code Section 65996, the Rail Corridor FEIR included the following mitigation measures that are applicable to the proposed project:

³¹ San Mateo – Foster City School Board. *Projected Enrollments 2018 to 2023*. Table 7. January 28, 2019.

- MM PS – 3.1:** Under current policies, the SMFCSD would collect developer fees from individual development projects within the Corridor Plan Area to help finance expansion of existing schools, construction of new schools, and the rental of temporary classroom facilities in the Corridor Plan Area. The current rate of developer fees is \$3.79 per square foot for residential development, \$0.61 per square foot for office/retail development, and \$0.08 per square foot for commercial/industrial development.
- MM PS – 3.2:** Under current policies, the SMUHSD would collect developer fees from individual development projects within the Corridor Plan Area to help finance expansion of existing schools, construction of new schools, and the rental of temporary classroom facilities in the Corridor Plan Area. The rate of developer fees would be \$0.856 per square foot for residential development and \$0.136 per square foot for commercial/industrial development.

The General Plan FEIR concluded that the increase in students is not expected to create an additional need for school facilities including new schools or expansion of existing schools, provided any infill development/redevelopment that would occur under the proposed General Plan Update would be required to pay school impact fees prior to obtaining a building permit. Implementation of the proposed project would include policies and implementation measures to ensure the collection of school impact fees and adherence to the provisions of Senate Bill 50. In addition, Government Code Section 65995(h) states that the payment or satisfaction of a fee, charge, or other requirement levied or imposed pursuant to Section 17620 of the Education Code is deemed to be full and complete mitigation of the impacts for the planning, use, development, or the provision of adequate school facilities, and Section 65996(b) states that the provisions of the Government Code provide full and complete school facilities mitigation. Thus, this impact would be less than significant. **(Less Than Significant Impact with Mitigation Incorporated)**

Impact PS-4: **The project would not 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 parks. (Less than Significant Impact)**

To meet San Mateo's demand for parks and open space, the City uses the Quimby Act (California Government Code, Section 66477), which allows cities to require builders of residential subdivisions to dedicate land for parks and recreational areas, or pay an open space fee to the City. Based on the City's Municipal Code Chapter 26.64, San Mateo requires developers to dedicate at least two acres of parkland for each 1,000 persons who will live in a new housing project (owned or rented) to reduce the demand for existing park and recreational facilities. The proposed project would add approximately 2,500 residents and require the development of five acres of parkland to meet the City's parkland standard. The Project would provide 6.83 acres of open space area (4.67 accessible to the public and 2.16 acres available to residents). While the project does provide more than four acres of publicly accessible park space, the proposed project would pay park in-lieu fees to make up the difference in required park space, as stated below.

Condition of Approval: The applicant shall pay a park impact fee (SMMC Section 13.05.070) or a fee in-lieu of dedication of lands for park and recreation purposes (park in-lieu fee) (SMMC Chapter 26.64). The final fee shall be determined upon approval of the final map for the park In-lieu fee or prior to the issuance of the building permit for the park impact fee. The park in-lieu fee shall be paid prior to the release of the final map for recordation and the park impact fee shall be paid prior to the issuance of the building permit. If a project with an approved tentative map is issued a building permit prior to the approval of the final map, the applicant shall be subject to the payment of the park impact fee only prior to the issuance of the first building superstructure permit.

Between the inclusion of over four acres of publicly accessible park space in the project design, implementation of the Quimby Act and Municipal Code requirements for parkland dedication or payment of in-lieu fees for parkland, the proposed project would have a less than significant impact on park facilities. **(Less than Significant Impact)**

Impact PS-5:	The project would not 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 other public facilities. (Less than Significant Impact)
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There are 12 libraries serving neighborhoods located throughout San Mateo. Although the proposed project would add approximately 2,500 new residents to the area, and therefore increase the use of public facilities such as the Marina Public Library and Central Recreation Center, the Corridor Plan FEIR determined that full buildout of the Rail Corridor Plan Scenario Z would not substantially increase use of public facilities or otherwise require the construction of new or expanded library facilities. **(Less Than Significant Impact)**

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Quimby Act - Parks

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. This legislation was in response to California's increased rate of urbanization and the need to preserve open space and provide parks and recreation facilities for California's growing communities. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two.

Local

City of San Mateo General Plan

Applicable General Plan policies related to recreation services include, but are not limited to, the following listed below.

Policies	Description
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.
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 12.6	Provide use and reservation policies that give priority to residents of San Mateo; in particular, ensure that regional usage of Sugarloaf and Shoreline does not diminish resident opportunities to use these facilities.
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.

Policies	Description
C/OS 14.9	Establish principles for all new or renovated parks to maximize productivity, efficiency and community value.
C/OS 16.5	Assess appropriate fees and taxes to ensure that new development contributes adequate funding to compensate for its impacts on recreation facilities and services.

City of San Mateo Municipal Code

The City of San Mateo has established standards for dedication of land or payment of in-lieu fees for park and recreation facilities serving new residential subdivisions (Chapter 26.64 of the City of San Mateo Municipal Code). The code sets a standard of two acres per 1,000 residents to be dedicated by residential developers, with fees based on the value of real property and the number of residents estimated for various unit sizes. The Municipal Code also establishes park impact fees for residential units not subject to Chapter 26.64. In Section 13.05.070 of the Municipal Code, the City outlines land dedication requirements and fees for residential units that are not subject to Chapter 26.64. Fees and land dedications are calculated in the same manner as described in Chapter 26.64, while the applicability to residential projects varies.

4.16.1.2 *Existing Conditions*

The City of San Mateo has 40 parkland sites, open space areas, and more than 40 miles of paths and trails. Recreational facilities include baseball and softball fields, soccer fields, tennis courts, basketball and volleyball courts, golf courses, swimming pools, dog parks, skate areas, playgrounds, gardens and picnic areas. The nearest parks/recreational facilities are Concar Park (adjacent to the site to the north across Concar Drive), Fiesta Meadows Park (approximately 0.5 mile southeast of the site) and Bay Meadows Park (approximately 0.7 mile south of the site).

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact REC-1: The project would not increase in 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. (Less than Significant Impact)

The proposed project would add approximately 2,500 residents and increase the usage of nearby recreational facilities. Based on the City's Municipal Code Chapter 26.64, San Mateo requires developers to dedicate at least two acres of parkland for each 1,000 persons who will live in a new housing project (owned or rented) to reduce the demand for existing park and recreational facilities. The proposed project would require the development of five acres of parkland to meet the City's parkland standard. The Project would provide 6.83 acres of open space area (4.67 accessible to the public and 2.16 acres available to residents). While the project does provide more than four acres of publicly accessible park space, the proposed project would pay park in-lieu fees to make up the difference in required park space, as stated below.

Condition of Approval: The applicant shall pay a park impact fee (SMMC Section 13.05.070) or a fee in-lieu of dedication of lands for park and recreation purposes (park in-lieu fee) (SMMC Chapter 26.64). The final fee shall be determined upon approval of the final map for the park In-lieu fee or prior to the issuance of the building permit for the park impact fee. The park in-lieu fee shall be paid prior to the release of the final map for recordation and the park impact fee shall be paid prior to the issuance of the building permit. If a project with an approved tentative map is issued a building permit prior to the approval of the final map, the applicant shall be subject to the payment of the park impact fee only prior to the issuance of the first building superstructure permit.

Between the inclusion of over four acres of publicly accessible park space in the project design, implementation of the Quimby Act and Municipal Code requirements for parkland dedication or payment of in-lieu fees for parkland, the proposed project would have a less than significant impact on park facilities. **(Less than Significant Impact)**

Impact REC-2: The project would not include recreational facilities or require the construction of expansion of recreational facilities which might have an adverse physical effect on the environment. (Less than Significant Impact)

See response to Impact REC-1. **(Less than Significant Impact)**

4.17 TRANSPORTATION

A Transportation Impact Analysis (TIA) was completed for the project by *Hexagon Transportation Consultants*. The results of the TIA showed that significant and unavoidable impacts could occur as part of the project. As a result, this section is discussed in detail in the SEIR and no further analysis will be provided in this Initial Study.

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52 – Tribal Cultural Resources

Assembly Bill (AB) 52 requires that tribal cultural resources be considered under CEQA. A tribal cultural resource can be a site, feature, place, object, or cultural landscape with value to a California Native American tribe that is also eligible for listing on the California Register of Historic Resources (CRHR). AB 52 includes a broad definition of what may be considered a tribal cultural resource and includes a list of recommended mitigation measures for potential impacts. 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 when it is concluded that mutual agreement cannot be reached.

The following mitigation measures may be considered to avoid or minimize the significant impacts under AB 52:

- (1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- (2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - (a) Protecting the cultural character and integrity of the resource.
 - (b) Protecting the traditional use of the resource.
 - (c) Protecting the confidentiality of the resource.
- (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- (4) Protecting the resource.

4.18.1.2 *Existing Conditions*

Many Native American sites are recorded within the San Mateo City limits. Flat valley terraces adjacent to San Mateo Creek, and the original bay margins are the most sensitive for Native American archaeological deposits and cultural materials. Currently, the project area is a flat valley terrace that is located approximately 0.3 miles north of Borel Creek which empties into Seal Slough and also 0.3 miles south of Leslie Creek. The project is moderately to highly sensitive for archaeological sites depending on the locations of the two nearby creeks prior to channelization. No tribes that are culturally affiliated with the area have requested notification of projects in the City of San Mateo under AB 52.

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:				
1) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact TCR-1: The project would not 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). (Less than Significant Impact)

No tribes with a cultural affiliation to the City of San Mateo area have requested notification of or consultation for projects under AB 52. Based on available data, there are no recorded tribal cultural resources in the project area. Any subsurface artifacts found on-site would be addressed consistent with mitigation measures CUL-2.1 through CUL-2.7 presented in *Section 4.5 Cultural Resources*. Therefore, the proposed project would have a less than significant impact on tribal cultural resources. **(Less than Significant Impact)**

Impact TCR-2: **The project would not 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. (Less than Significant Impact)**

See response to Impact TCR-1. (Less than Significant Impact)

4.19 UTILITIES AND SERVICE SYSTEMS

The project could result in significant impacts related to utilities and service systems. As a result, impacts of the project on area utilities and service systems will be discussed in detail in the SEIR.

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Existing Conditions*

According to San Mateo County Fire Hazard Safety Zone maps produced by CAL FIRE, the project site is not located in a fire hazard severity zone in a State Responsibility Area (SRA) or a Local Responsibility Area (LRA).

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<hr/>				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
1) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

4.21.1 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) 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.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact MFS-1: **The project does not 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. (Less than Significant Impact with Mitigation Incorporated)**

As discussed in the individual environmental resource sections, the proposed project would not substantially degrade the quality of the environment with implementation of identified mitigation measures. As discussed in *Section 4.4 Biological Resources*, the project would implement mitigation measure MM BIO-4.1 to 4.4 to avoid and/or reduce impacts to nesting birds (if present) to a less than significant level. While unlikely, there is a potential for buried archaeological resources and human remains on site. Implementation of MM CUL-1.1 through 1.7 and MM CUL-3.1 as discussed in *Section 4.5 Cultural Resources* would avoid and/or reduce impacts to cultural resources (if present) to a less than significant level. The project would implement mitigation measure MM HYD-2.1 to avoid and/or reduce impacts to shallow groundwater table, as discussed in *Section 4.10 Hydrology*

and Water Quality. The project is consistent with General Plan Land Use Element goals and policies which encourage development of mixed use and residential uses on the project site. In addition, the project is generally consistent with the City of San Mateo General Plan and Corridor Plan which include goals and policies related to achievement of long-term environmental goals. The impact of the increased student generation due to the proposed project would be mitigated by implementing mitigation measures MM PS-3.1 and 3.2 to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

Impact MFS-2: The project does not have impacts that are individually limited, but cumulatively considerable. (Less than Significant Impact with Mitigation Incorporated)

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.” In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail. The cumulative impacts of development on this site have been analyzed in the City of San Mateo General Plan and Corridor Plan EIRs since these documents recognize and address impacts resulting from buildout consistent with the goals and policies pertaining to mixed use, office and residential transit oriented development.

The project’s cumulative impact on air quality, energy, greenhouse gas emissions, land use, noise, transportation and utilities are analyzed in the respective sections under *Section 4.0 Environmental Setting, Impacts and Mitigation* of the the Concar Supplemental EIR.

With the implementation of mitigation measures and conditions of approval, residential development on the site would not result in significant aesthetics, hazardous materials and geology and soils impacts and would not contribute to cumulative impacts to these resources, as these 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 over the planning horizon of the General Plan. Also, the project would not impact agricultural and forest resources, mineral resources or wildlife and, therefore, the project would not contribute to a significant cumulative impact on these resources. **(Less than Significant Cumulative Impact)**

Biology

The proposed project, in conjunction with cumulative projects, would not result in the loss of sensitive habitat. The project proposes the removal of all 64 trees on the project site. The project proposes to plant 319 new trees as part of project’s landscaping, which would replace removed trees at a minimum of 1:1 ratio. For this reason, the project would be consistent with the City’s policy regarding tree removal and replacement, and would not result in significant impacts to trees. Pre-

construction nesting bird surveys are required as mitigation, therefore, the project would have a less than significant cumulative impact on migratory birds. **(Less than Significant Cumulative Impact)**

Hydrology

The project would generate surface runoff and impact shallow groundwater during construction. Conditions of approval and mitigation measures have been included in the project to reduce potential construction-related water quality impacts. Since these project impacts would be temporary and would be mitigated, the cumulative impacts on water quality would be less than significant. **(Less than Significant Cumulative Impact)**

Impact MFS-3: The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. (Less than Significant Impact)

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 geological hazards and hazardous materials. Conformance with existing regulations would reduce these impacts to a less than significant level. No other direct or indirect adverse effects on human beings are anticipated. **(Less than Significant Impact)**

SECTION 5.0 REFERENCES

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

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SECTION 7.0 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos-Containing Material
BAAQMD	Bay Area Air Quality Management District
CalEEMod	California Emissions Estimator Model
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
C/CAG	City/County Association of Governments of San Mateo County
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CH ₄	Methane
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CRHP	California Register of Historic Places
dBA	decibel
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
kW	kilowatt
GHG	Greenhouse Gas
GPA	General Plan Amendment
HI	Hazard Index
gpd	gallons per day
LBP	Lead-Based Paint
LOS	Level of Service
MBTA	Migratory Bird Treaty Act

MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MTC	Metropolitan Transportation Commission
N ₂ O	Nitrous oxide
NAHC	Native American Heritage Commission
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NOD	Notice of Determination
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination Program
NRHP	National Register of Historic Places
PM	Particulate Matter
PRC	Public Resources Code
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SMCWPP	San Mateo Countywide Water Pollution Prevention Program
SMFD	San Mateo Fire Department
SMPD	San Mateo Police Department
SMUHSD	San Mateo Union High School District
SPAR	Site Planning and Architectural Review
SR	State Route
STC	Sound Transmission Class
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminant
TDM	Transportation Demand Management
TOD	Transit-Oriented Development
USEPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound