

Initial Study

New Fire Station 25 & Borel Park Project



Prepared by



In Consultation with



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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ADWF	average dry weather
AIA	Airport Influence Area
BAAQMD	Bay Area Air Quality Management District
BMPs	Best Management Practices
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CalGreen	California Green Building Standards Code
Cal/OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CalWater	California Water Service Company
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Standards Code
C/CAG	City/County Association of Governments
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
CERT	Community Emergency Response Team
CNEL	community noise equivalent level
CO ₂	carbon dioxide
CRHR	California Register of Historic Resources
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DNL	day/night noise level
DOT	U.S. Department of Transportation
DPM	diesel particulate matter
DPW	City of San Mateo Department of Public Works
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency

FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
fs	Franciscan Assemblage
FTA	Federal Transit Administration
GHGs	greenhouse gases
gpcd	gallons per capita per day
gpd	gallons per day
GPR	GreenPoint Rated
HCP	habitat conservation plan
HI	Hazard Index
I-280	Interstate 280
LEED	Leadership in Energy and Environmental Design
L _{eq}	average sound level
LID	Low Impact Development
MBTA	Migratory Bird Treaty Act
MEI	maximally exposed individual
mgd	million gallons per day
MM	Mitigation measure
MMTCO _{2e}	million metric tons of carbon dioxide equivalent
MND	Mitigated Negative Declaration
MRP	Municipal Regional Stormwater NPDES Permit
MT	metric tons
NCCP	natural community conservation plan
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NOD	Notice of Determination
NOI	Notice of Intent
OITC	Outdoor-Indoor Transmission Class
OS	Open Space
PM	particulate matter
PM _{2.5}	fine particulate matter
PM ₁₀	respirable particulate matter
PPV	peak particle velocity

Qsr	slope wash
RCRA	Resource Conservation and Recovery Act
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SEMS	Standardized Emergency Management System
SFHA	Special Flood Hazard Areas
SFPUC	San Francisco Public Utilities Commission
SHMA	Seismic Hazards Mapping Act
SM	Standard measure
SMCWPPP	San Mateo Countywide Water Pollution Prevention Program
SMFD	San Mateo Fire Department
SMPD	San Mateo Police Department
SPAR	Site Plan and Architectural Review
SR-1	California State Route 1
SR-35	California State Route 35
SR-92	California State Route 92
STC	Sound Transmission Class
STOPPP	Stormwater Pollution Prevention Program
SWMP	Stormwater Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	Toxic Air Contaminants
TIA	transportation impact assessment
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
WWTP	Wastewater Treatment Plant
2017 CAP	<i>Bay Area 2017 Clean Air Plan</i>
µg/m ³	Microgram per cubic meter

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of San Mateo as the Lead Agency, has prepared this Initial Study for the New Fire Station 25 and Borel Park project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San Mateo, California.

The project proposes to construct a new fire station and neighborhood park on a 67,854-square foot site. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

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

David Hogan, Contract Planner
330 W. 20th Avenue
San Mateo, CA 94403
dhogan@cityofsanmateo.org

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

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

1.4 NOTICE OF DETERMINATION

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

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

New Fire Station 25 and Borel Park Project

2.2 LEAD AGENCY CONTACT

Community Development Department, Planning Division
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San Mateo, CA 94403
dhogan@cityofsanmateo.org

2.3 PROJECT APPLICANT

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Parks and Recreation Department
Mike Blondino, Parks and Landscape Manager
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2.4 PROJECT LOCATION

The project site is located on an undeveloped 1.6-acre parkland on Shafter Street, between Barneson Avenue and Borel Avenue, in the City of San Mateo. Regional and vicinity maps of the project site are shown on Figure 2.4-1 and 2.4-2. An aerial map of the project site and surrounding land uses is shown on Figure 2.4-3.

2.5 ASSESSOR'S PARCEL NUMBER

034-394-360, -300, -310, -320, -330, -340, -350, 280, -290, -240

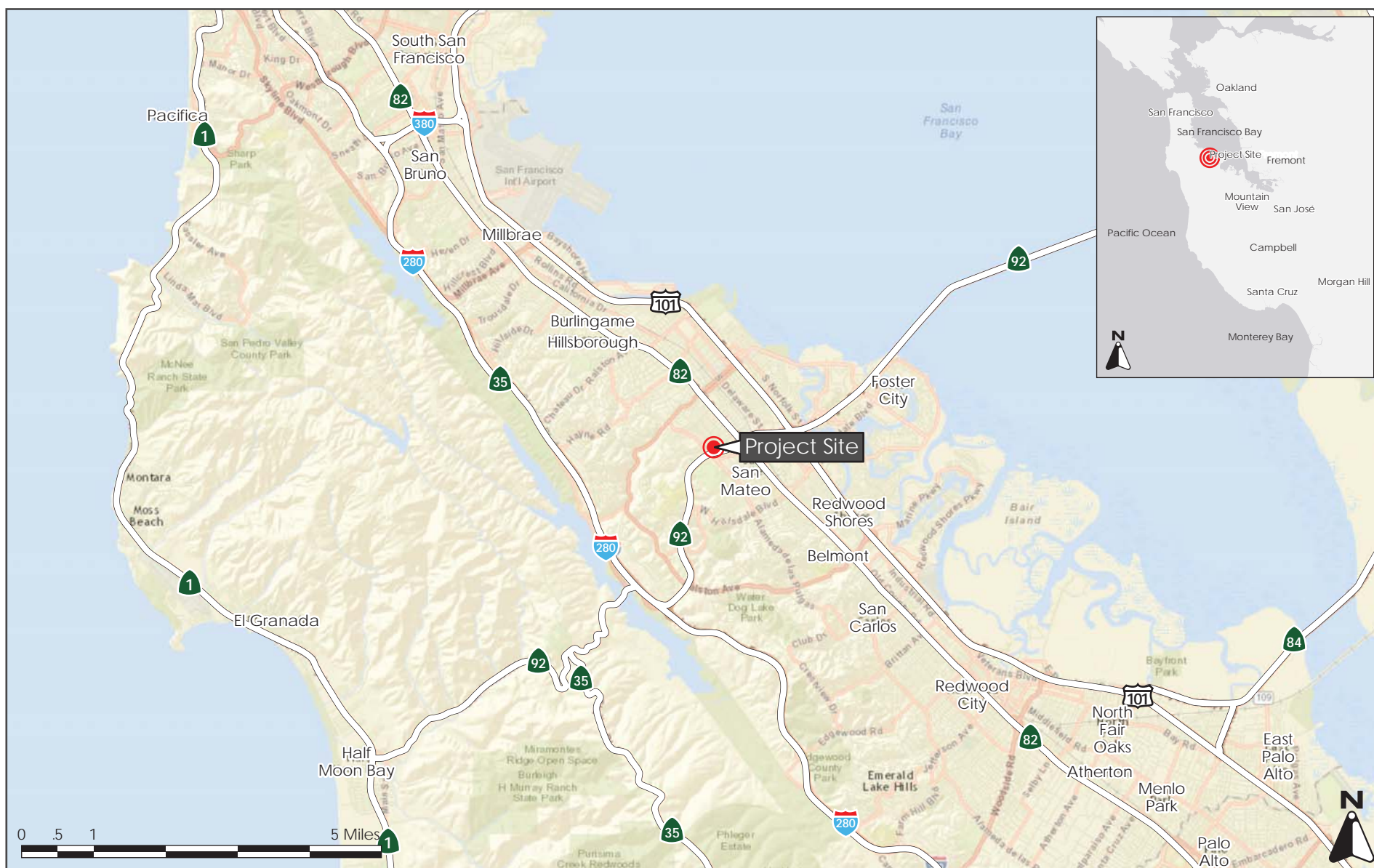
2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

General Plan Land Use Designation: *Parks/Open Space*
Zoning: *Open Space* (OS)

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

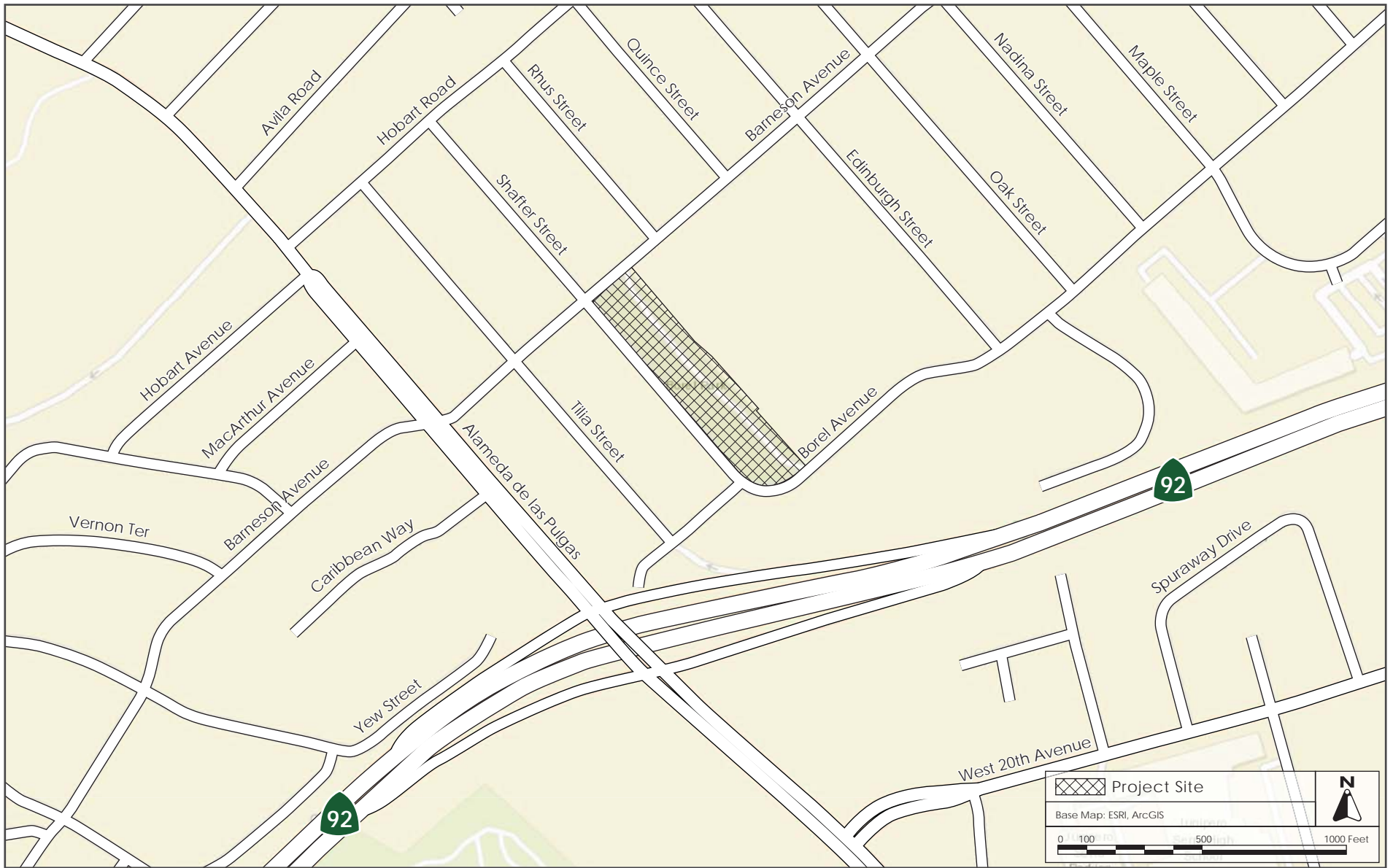
- General Plan Amendment (text only)
- Site Plan and Architectural Review

- Site Development Application – Tree Removal



REGIONAL MAP

FIGURE 2.4-1



VICINITY MAP

FIGURE 2.4-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.4-3

SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

(Note: For the purposes of this Initial Study, the project site is assumed to be bordered by Barneson Avenue to the north, Shafter Street to the west, Borel Avenue to the south, and the Borel Middle School to the east. Throughout this Initial Study, the proposed project refers to both the proposed fire station and park improvements. When these two components are discussed separately, they are called out accordingly. The proposed project also includes a General Plan text amendment, which is described separately as well.)

The proposed project is the construction of a fire station and neighborhood park (park improvements) on a 67,854-square foot site (1.6 acres) on the east side of Shafter Street, between Barneson Avenue and Borel Avenue, in central San Mateo. The proposed fire station would replace the existing Fire Station 25, located at 545 Barneson Avenue, at the corner of Alameda de las Pulgas, approximately 0.2 miles northwest of the proposed fire station (refer to Figure 2.4-3). The existing Fire Station 25 building would remain in place. Future use of the building is unknown at this time.

The new fire station would be a 4,950 square-foot building, located on a 17,864-square foot parcel at the south end of the site

The new neighborhood park would include two playgrounds, lawn areas, sitting areas, and pathways on the 50,000-square foot remaining portion of the site.

The project site has a *Parks/Open Space* General Plan land use designation and *Open Space* (OS) zoning. The project proposes a General Plan text amendment to allow public facilities on spaces designated as *Parks/Open Space*, as noted below.

General Plan Text Amendment: Attachment B of the General Plan (note ~~strike-thru deleted text~~ and new text)

“PARKS/OPEN SPACE. Public parks and City-owned conservation lands, ~~and~~ private open space or recreation facilities, and other City facilities.”

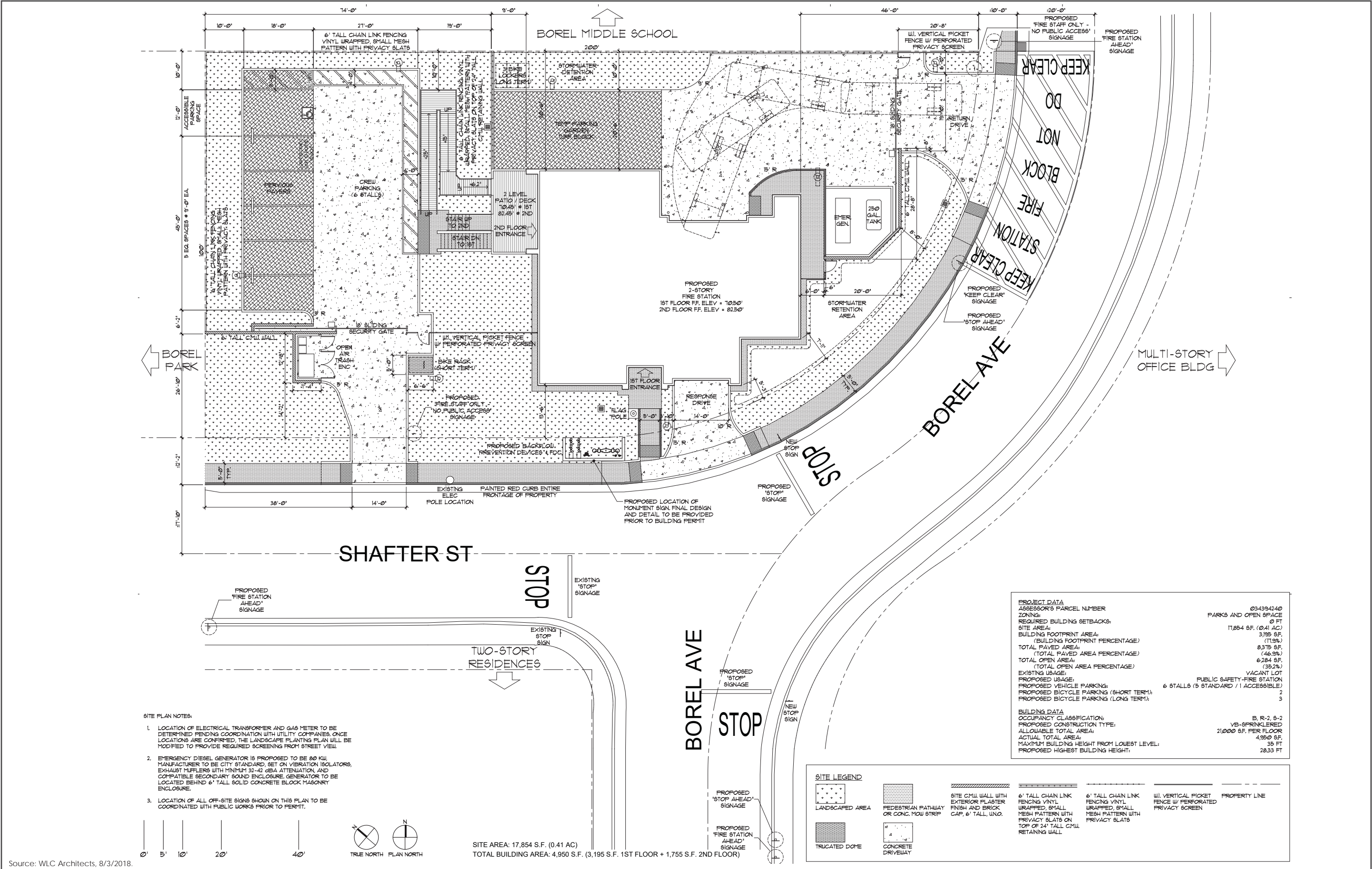
3.1.1 Fire Station

The proposed fire station building would be two stories tall, up to 28-feet, 4-inches at the parapet, and would front Shafter Street (refer to Figure 3.1-1). The building would house the same number of staff and apparatus (three staff and one fire engine apparatus) as the existing Fire Station 25.

3.1.1.1 *Building Interior*

The first floor would be 3,195 square feet in size and would include a lobby, restroom, crew office, captain’s office, day room, janitor’s room, kitchen, and dining room. The dining room would connect to a covered patio north of the building. A set of interior stairs would connect the first floor lobby to the second floor. The 1,755-square foot second floor would contain an exercise room, three crew dorms, captain’s dorm, and three bathrooms. The second floor hallway and an exercise room would connect to a second floor patio. A two-story drive-thru engine bay would be located to the

south of the living and office area, with a 14-foot bi-fold door facing Shafter Street and a 20-foot roll-up door facing the rear of the site. South of the fire engine drive-thru, another one-story area would contain a turn-out locker room for 15 staff, decontamination room, restroom, electrical room, and compressor room.



CONCEPTUAL SITE PLAN - FIRE STATION

FIGURE 3.1-1

3.1.1.2 *Outdoor Area*

First and second-floor patios would be located on the north side of the building, facing the staff parking. An external set of stairs and ADA ramp would connect the first and second floor patios to staff parking. A temporary parking/garden area would be located behind the building facing Borel Middle School. A 24-inch tall retaining wall would be installed between the temporary parking/garden area and the external ADA ramp of the fire station building.

The perimeter of the proposed building and parking area would be lined with tube steel fencing between Borel Middle School and the proposed Borel Park.

3.1.1.3 *Vehicle Access and Parking*

The fire engine apparatus would access the site via a one-way drive-through path, and would exit the engine bay directly onto Borel Avenue/Shafter Street and return to the site via a driveway on Borel Street. A gated, six-space staff parking area would be located north of the building, with access from a second driveway on Shafter Street. No visitor parking would be provided.

3.1.1.4 *Operation*

The proposed fire station would be operated by three staff at all times. There would be six personnel at the fire station during change of shift, which is at 8:00 AM. The oncoming shift would start arriving between 6:30 AM and 8:30 AM. The off-going shift would typically be gone by 8:30 AM. Fire engines at the station would be tested daily during the morning commute hour. Electrical equipment would be run on Sundays after 10:00AM. Maintenance and training activities at the fire station would include pulling the engine out, tilting the cab, checking fluids, running the pump and emergency lights, and an air brake test, done during the morning time.

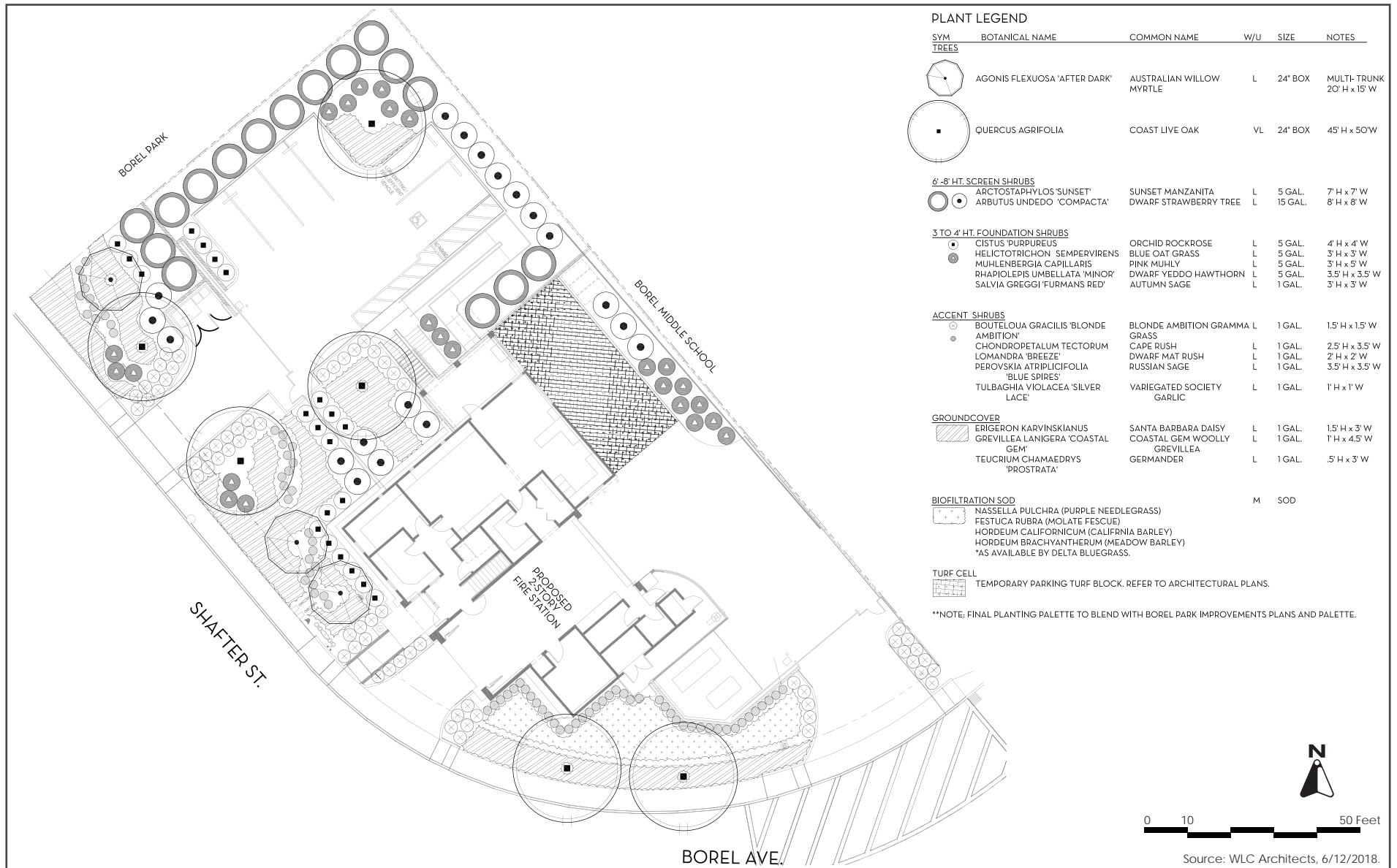
The proposed fire station would include a 250-gallon/80- kilowatt diesel generator located in an enclosure southeast of the proposed firehouse building. The emergency generator would be tested weekly for 60 minutes starting mid-day on Saturdays.

3.1.1.5 *Green Building Measures*

The fire station building would be constructed with sustainable materials; install 1,100 square feet of solar panels; provide a car share dedicated parking; implement a staff commuter program; and provide composting onsite (refer to Appendix D).

3.1.1.6 *Tree Removal and Landscaping*

Construction of the proposed fire station would remove the existing vegetation and trees and replace them with landscaping including nine trees, shrubs, turf, and bioretention areas around and throughout the fire station site (refer to Figure 3.1-2).



CONCEPTUAL LANDSCAPING PLAN - FIRE STATION

FIGURE 3.1-2

3.1.1.7 Construction Period

The proposed fire station would take approximately 16 months to construct, possibly starting in July 2019 and concluding in November 2020. Construction of the fire station would include excavating approximately 1,000 cubic yards of soil, and installing underground utilities and bioretention.

3.1.2 Borel Park

The proposed Borel Park is intended to serve as a neighborhood park. The proposed park improvements would consist of six areas including the upper knoll (approximately 4,900 square feet), oak glades, meadow (approximately 13,250 square feet), two playgrounds (total of approximately 5,900 square foot), developed landscape area (approximately 11,550 square feet), and paved pathways winding throughout the park (refer to Figure 3.1-3). No off-street parking or restrooms would be provided. Some of the existing plant material located on the corner of Barneson and Shafter would be retained and replanted in the new park.

3.1.2.1 Construction Period

The proposed Borel Park would require approximately six months to construct, possibly starting in spring 2019 and concluding in summer/fall 2019. The construction of the park and fire station would overlap when the fire station begins construction in July 2019. Soils would be excavated from the proposed fire station site to balance the proposed park site. Materials for surfacing and underlayment would be imported. There would also be incidental off haul of refuse from the park site.

3.1.3 Public Right-Of-Way and Utility Improvements

The proposed project would install five-foot sidewalks along the project frontage on Borel Avenue and Shafter Street and connect to the existing sidewalk on Barneson Avenue. Two new stop signs would be installed at the Borel Avenue and Shafter Street intersection, forming a three-way stop with the existing stop sign.

3.1.4 Surrounding Land Uses

The project site is surrounded by single-family residential development to the north and west, Borel Middle School to the east, and an office building to the south. Further south of the project site adjacent to the office building is California State Route 92 (SR-92). San Mateo-Foster City School District recently approved a project to construct six new classrooms totaling 6,120 square feet and a 22,835-square foot two-story gymnasium on the southwest corner of Borel Middle School, northeast of the proposed fire station.¹ Construction of the school project could overlap with the proposed project.

3.1.5 Discretionary Approvals

- General Plan Amendment (text only)
- Site Plan and Architectural Review
- Site Development Application
- Special Use Permit (for a Community Facility in the OS Zoning District)

¹ Source: San Mateo-Foster City School District. "Measure X – New Gym & Classroom Project." Accessed June 29, 2018. Available at: <http://borel.smfcsd.net/measure-x-new-gym-and-classroom-project.html>.



CONCEPTUAL PARK IMPROVEMENTS PLAN

FIGURE 3.1-3

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

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.
- **Checklist and Discussion of Impacts** – This subsection includes a checklist for determining potential impacts and discusses the project’s environmental impact as it relates 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 using an alphanumeric system that identifies the environmental issue. For example, **Impact HAZ-1** denotes the first potentially significant impact discussed in the Hazards and Hazardous Materials section. Mitigation measures are also numbered to correspond to the impact they address. For example, **MM NOI-2.3** refers to the third mitigation measure for the second impact in the Noise section. “Standard Measures” are measures that are required by the City for all projects, regardless of identification of an impact. The standard measures are denoted in the same manner as mitigation measures. For example, **SM AIR-1** denotes the first standard measure in the Air Quality section.
- **Conclusion** – This subsection provides a summary of the project’s impacts on the resource.

Important Note to the Reader

The California Supreme Court in a December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (No. S 213478)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

The City of San Mateo currently has policies that address existing conditions (e.g., air quality, noise, and hazards) affecting a proposed project, which are also addressed in this section. This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding a project as a whole. Therefore, where applicable, this section will also policies pertaining to existing conditions. Such examples include locating a project near sources of air emissions or hazardous substances that can pose a health risk, in a floodplain, geologic hazard zone, or high noise environment.

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 2.4 miles west from the project site), Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County Line (approximately 3.9 miles northwest from the project site), and California State Route 35 (SR-35) segment between State Route 92 (SR-92) intersection to Santa Cruz County Line (SR-35) (approximately 8.7 miles southwest from the project site). There are no state-designated scenic highways in the City of San Mateo.²

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 SR-92 are County-designated scenic roads.³

City of San Mateo General Plan

The City of San Mateo General Plan does not designate any scenic 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 6.1	Preserve heritage trees in accordance with the City's Heritage Tree Ordinance.
C/OS 6.2	Require significant replacement planting when the removal of heritage tree is permitted.
C/OS 6.3	Require the protection of heritage trees during construction activity; require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of the tree.
C/OS 6.4	Retain the maximum feasible number of trees and preserve the character of stands or groves of trees in the design of new or modified projects.
C/OS 10.1	Review planning applications for opportunities to promote exceptional design and use of public open spaces in new developments.

² California Department of Transportation. "California Scenic Highway Mapping System." Accessed: May 17, 2018. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

³ San Mateo County. *General Plan*. November 1986.

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.

Heritage Tree Ordinance

The City's Heritage Tree Ordinance (Chapter 13.52) established the intent of preserving as many of these significant trees as possible through the regulation of removal and pruning. A heritage tree is defined, in part, as one which is of historical significance or which has a trunk with a diameter of 10 inches or more, if indigenous, and 16 inches or more for all other trees, as measured at 48 inches above natural grade. The ordinance also applies to a stand of trees, the nature of which makes each tree dependent upon the others for survival. These regulations affect both undeveloped and developed properties. When a tree qualifying as a heritage tree is removed for new construction, the owner must plant additional vegetation onsite or pay a fee to the City based on the calculated value of the tree removed per City ordinance.

4.1.1.2 *Existing Conditions*

The project site is currently undeveloped and open to the public for informal recreational use. The project site consists of ruderal grasslands and trees, and a flower and vegetable garden in the northern portion of the site. There is an unpaved pathway that crosses through the site and a seating bench in the middle of the site. The project frontage on Shafter Street contains overhead powerlines. There are no sidewalks on the project frontage on Shafter Street. Sidewalks exist on the Barneson Avenue and Borel Avenue project frontages.

Surrounding land uses in the project vicinity includes one to two-story single-family residences with mature landscaping and trees to the north across Barneson Avenue and west across Shafter Street, Borel Middle School with one- to two-story school buildings with an outdoor activity field to the east, and an approximately four-story glass covered office building to the south. Borel Middle School is on a lower grade and is overlooked by the project site. Views of the project site and surrounding areas are shown in Photos 1 to 6.

The elevation of the southern portion of the site for the proposed fire station ranges from approximately 68 to 80 feet above sea level. The northern portion of the site for the proposed Borel Park varies in elevation from 57 to 83 feet above sea level. Views of the San Francisco Bay can be seen from the project site, but are partially obstructed by trees and buildings. As discussed above, the City does not contain any officially state-designated scenic highways, or City-designated scenic roadways. Nearby County-designated scenic roads include Alameda de Las Pulgas (approximately 0.1 miles west of the site) and SR-92 (approximately 0.07 miles south of the site). The project site is not visible from these roadways, and vice versa.



Photo 1: View of the project site from Borel Avenue looking east.



Photo 2: View of the project site and Borel Middle School from Shafter Street looking east.

PHOTOS

1 & 2



Photo 3: View of the project site looking north.



Photo 4: View of the project site and residences on Shafter Street looking west.

PHOTOS

3 & 4



Photo 5: View of the existing garden onsite looking east.



Photo 6: View of Borel Middle School and adjacent residences on Barenson Avenue looking east.

PHOTOS

5 & 6

4.1.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
b) 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"/>	1,2,3,4,5
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3

4.1.2.1 *Scenic Vista (Checklist Question a)*

As discussed above, views of the San Francisco Bay can be seen from the project site. The project site, however, is surrounded by urban development, and views of the San Francisco Bay are obstructed by existing trees and buildings in the project area. The proposed two-story 4,950-square foot fire station would be constructed on the southern portion of the site at the intersection of Shafter Street and Borel Avenue, and would not directly obstruct views of the San Francisco Bay from the adjacent residences to the west. The proposed staff parking would be at grade and, therefore, would not substantially affect adjacent views of the San Francisco Bay. **(Less Than Significant Impact)**

4.1.2.2 *Scenic Resources (Checklist Question b)*

As discussed above, the City does not contain any State designated scenic highways, however, the project site is in proximity to Alameda De Las Pulgas and SR 92, which are county-designated scenic roads. These scenic roadways are separated from the project site by existing residential development to the west and office buildings to the south, and cannot be viewed from the site and vice versa. Since the proposed fire station building would be two-stories (28-feet and four inches) tall, which is consistent with the building height of the adjacent residences (one to two-stories) at higher elevation, the proposed project would not be visible from these designated scenic roadways, and would not impact scenic resources within a state-designated scenic highway or county-designated scenic roadway.

The project site contains mature trees (refer to Section 4.4 *Biological Resources* for a detailed discussion about the trees onsite). The proposed project would remove 13 trees for the construction of the proposed fire station. The proposed project includes planting of nine new trees around the fire station building, and at least 12 new trees throughout the proposed park, which would replace removed trees at a minimum of 1:1.6 ratio, and reduce the loss of existing trees to a less than significant level. The project site does not contain rock outcroppings or historic buildings onsite.

For these reasons, the proposed project would not impact scenic resources onsite and in the project area. **(Less Than Significant Impact)**

4.1.2.3 *Impacts to Visual Character (Checklist Question c)*

The existing visual character onsite is similar to that of a small informal neighborhood park. The proposed park would include playgrounds, lawn area, sitting areas, and pathways that would be similar in use to other neighborhood parks within the City. The design of the proposed park would be reviewed by the City's Parks and Recreation Commission to ensure the design would enhance the park space and encourage public use. For these reasons, the proposed park space would continue to blend in with the existing residential neighborhood.

The proposed fire station building would be two-stories tall, which would be similar in height compared to the surrounding residences. The proposed fire station would be 4,950 square feet in size, which is larger in mass than surrounding residences, but it is still compatible with the surrounding residential, school, and office development. A sidewalk would be installed on the project site frontage on Shafter Street, improving connectivity from the site to the surrounding area. In addition, the building would be designed consistent with City's design guidelines and be subject to the City's SPAR process to ensure consistency in design with the surrounding character.

For these reasons, the proposed project would not adversely impact existing the visual character of the site and its surroundings. **(Less Than Significant Impact)**

4.1.2.4 *Impacts to Light and Glare (Checklist Question d)*

The project site is located in an urbanized area with existing sources of light and glare, including the street lights along Borel Avenue, Shafter Street, and Barneson Avenue, security lighting from Borel Middle School to the east, and office building parking lot lighting to the south. Interior lighting from surrounding residences, and headlights from vehicles on Shafter Street, Borel Avenue, and Barneson Avenue also contribute to existing light and glare conditions.

The proposed fire station building and associated parking would include security lighting. The fire station building would be operating 24 hours a day year round, which would add new sources of light and glare to the project area. The proposed fire station building material does not include mirrored glass or other highly reflected materials. In addition, the proposed outdoor parking would be lined by new trees and screening shrubs to shield views and light sources from the parking lot lighting. The shielding of the parking lot would also reduce glare from parked vehicles. During the SPAR and Special Use Permit application process, exterior building materials, including glazing, would be reviewed to ensure compatibility with existing buildings and City standards associated with light and glare.

The proposed park improvements would also install security lighting onsite. The proposed landscaping would shield views and light sources from the park lighting. The lighting design would be reviewed by the Parks & Recreation Park Planning Administrator to ensure compatibility with the existing City standards associated with light and glare and San Mateo Police Department (SMPD) to ensure safety.

For these reasons, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views of the project area. **(Less Than Significant Impact)**

4.1.2.5 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. According to the General Plan *Public Facilities* include land owned and/or operated by the City, other government agencies, and/or the public school districts. This text amendment would allow construction of public facilities such as the currently proposed fire station, on other undeveloped lands designated as *Parks/Open Space* within the City.

By allowing public facility uses to be developed within the *Parks/Open Space* land use designation, it is possible that additional public facilities could be developed and potentially reduce the land allocated for parks and open space with the city. The amount and location of additional public facilities is unknown at this time and it would be speculative to assume what could occur in the future. There are no other public facility projects proposed or anticipated in the General Plan to be developed on *Parks/Open Space* designated land. For the purposes of this analysis, it is assumed that any future public facilities planned to be developed within the *Parks/Open Space* land use designation would be subject to its own site specific environmental review to ensure the City continues to meet its goals and policies for providing an adequate amount of parks and open space to maintain consistency with the General Plan.

Future development on undeveloped park lands would be subject to the City's General Plan policies C/OS 6.1, C/OS 6.2, C/OS 6.3, C/OS 6.4, C/OS 10.1 to replace any removed heritage trees and the City's SPAR process to ensure aesthetics impacts would be reduced to a less than significant level. **(Less Than Significant Impact)**

4.1.3 Conclusion

The proposed project would not result in significant aesthetics impact. **(Less Than Significant Impact)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would reduce aesthetics impacts to a less than significant level. **(Less Than Significant Impact)**

4.2 AGRICULTURAL AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *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 *Parks/Open Space* General Plan designation and is zoned *Open Space*. 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.⁴

4.2.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,7
b) 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"/>	1,2,6
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
d) 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"/>	1,2,3,4
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,6, 7

The project area, including 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.⁵ The project area, including the project site, is not zoned or used as forest land or

⁴ California Department of Conservation, Division of Land Resource Protection. *San Mateo County Williamson Act FY 2006/2007*. 2012.

⁵ California Department of Conservation, Division of Land Resource Protection. *San Mateo County Important Farmland 2014*. February 2016.

timberland. For these reasons, the proposed project would not conflict with any existing agricultural or forest land zoning or uses. **(No Impact)**

4.2.2.1 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. *Public Facilities* include land owned and/or operated by the City, other government agencies, and/or the public school districts. This text amendment would not convert the zoning or use of existing agricultural or forestry lands to non-agricultural or forestry uses. **(No Impact)**

4.2.3 Conclusion

The proposed fire station and park improvements, and General Plan text amendment would not result in impacts to any agricultural or forestry resources. **(No Impact)**

4.3 AIR QUALITY

The following discussion is based on an Air Quality Assessment prepared by *Illingworth & Rodkin, Inc.* in June 2018. A copy of this report is included in Appendix A of this Initial Study.

4.3.1 Environmental Setting

Air quality and the amount of a given pollutant in the atmosphere are determined by the amount of a pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability, terrain, and for photochemical pollutants, sunshine.

The Bay Area typically has moderate ventilation, frequent inversions that restrict vertical dilution, and terrain that restricts horizontal dilution. These factors give the Bay Area relatively high atmospheric potential for pollution.

4.3.1.1 *Regulatory Framework*

Federal and State

Air Quality Overview

Federal, state, and regional agencies regulate air quality in the San Francisco Bay Area Air Basin, within which the proposed project is located. At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The California Air Resources Board (CARB) is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act.

Regional and Local Criteria Pollutants

The federal Clean Air Act requires the EPA to set national ambient air quality standards for six common air pollutants (referred to as "criteria pollutants"), including particulate matter (PM), ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate.

Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. "Attainment" status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB. The Bay Area as a whole does not meet state or federal ambient air quality standards for ground level ozone and fine particulate matter (PM_{2.5}), nor does it meet state standards for respirable particulate matter (PM₁₀). The Bay Area is considered in attainment or unclassified for all other pollutants.

Toxic Air Contaminants and Fine Particulate Matter

Toxic Air Contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality, usually because they cause cancer. TACs are found in ambient air, especially in urban areas, and are released by industry, agriculture, fuel combustion, and commercial operations (e.g.,

dry cleaners). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. CARB has adopted regulations for stationary and mobile sources to reduce emissions of diesel exhaust and diesel particulate matter (DPM). Several of these regulatory programs affect medium and heavy-duty diesel trucks, which represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).⁶

PM_{2.5} is a complex mixture of substances that includes elements such as carbon and metals, compounds such as nitrates, organics, and sulfates, and mixtures such as diesel exhaust and wood smoke. Because of their small size (particles are less than 2.5 micrometers in diameter), PM_{2.5} can lodge deeply into the lungs. According to the Bay Area Air Quality Management District (BAAQMD), PM_{2.5} is the air pollutant most harmful to the health of Bay Area residents.

Common stationary sources of TACs and PM_{2.5} include gasoline stations, dry cleaners, and diesel backup generators. The other more significant, common mobile source is motor vehicles on roadways and freeways. Unlike regional criteria pollutants, local risks associated with TACs and PM_{2.5} are evaluated on the basis of risk to human health rather than comparison to an ambient air quality standard or emission-based threshold.

Regional

2017 Clean Air Plan

BAAQMD is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards would be met. BAAQMD's most recently adopted plan is the *Bay Area 2017 Clean Air Plan* (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD would continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

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

⁶ CARB. "Overview: Diesel Exhaust and Health." Accessed: April 16, 2018. Available at: <https://www.arb.ca.gov/research/diesel/diesel-health.htm>.

thresholds and methodology for assessing air quality Impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

San Mateo General Plan

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

Policies	Description
LU 8.9	<p>The City shall mitigate air quality impacts generated during construction activities by the following measures:</p> <ul style="list-style-type: none"> • Use of appropriate dust control measures, based on project size and latest BAAQMD guidance, shall be applied to all construction activities within San Mateo. • Utilization of construction emission control measures recommended by BAAQMD as appropriate for the specifics of the project (e.g., length of time construction and distance from sensitive receptors). This may include the utilization of low emission construction equipment, restrictions on the length of time of use of certain heavy-duty construction equipment, and utilization of methods to reduce emissions from construction equipment (alternative fuels, particulate matter traps and diesel particulate filters).
LU 8.11	<p>The City shall require that when new development that would be a source of TAC's is proposed near residences or sensitive receptors, either adequate buffer distances shall be provided (based on recommendations and requirements of CARB and BAAQMD), or filters or other equipment/solutions shall be provided to reduce the potential exposure to acceptable levels.</p>

4.3.1.2 *Existing Conditions*

The project site is located within the San Francisco Bay Area Air Basin. The project site is currently undeveloped with informal recreational uses (i.e., unpaved pathways, community garden, and bench seating). Air pollutant emissions from the project site, if any, are from vehicle trips traveling to/from the project site.

BAAQMD defines sensitive receptors as facilities where sensitive receptor pollution groups (children, the elderly, the acutely ill, and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, child-care centers, retirement homes, convalescent homes, hospital, and medical clinics. Sensitive receptors in the project area include residential uses to the north and west, and Borel Middle School to the east. The commercial building to the south is not considered a sensitive receptor. The nearest residential sensitive receptor is the corner residence to the west of the proposed fire station at Borel Avenue and Shafter Street. The nearest school sensitive receptor is at the school courtyard, located adjacent to the southeastern corner of the site, where new classrooms of Borel Middle School are planned to be constructed.⁷ A review of the school's project status shows the new classrooms could be operational by the time the proposed project is constructed.⁸ These sensitive receptors are considered the maximally exposed individual (MEI) for a residence and a school receptor.

⁷ San Mateo-Foster City School District approved a project to construct six new classrooms totaling 6,120 square feet and a 22,835-square foot two-story gymnasium on the southwest corner of Borel Middle School. Source: San Mateo-Foster City School District. "Measure X – New Gym & Classroom Project." Accessed June 29, 2018. Available at: <http://borel.smfcsd.net/measure-x-new-gym-and-classroom-project.html>.

⁸ Ibid.

4.3.2

Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,8,9
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,8,9, 10
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,8,9, 10
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,9, 10
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3

Impacts from the Project

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San Mateo has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and PM_{2.5}. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-1.

Table 4.3-1: Thresholds of Significance Used in Air Quality Analyses			
Pollutant	Construction	Operation	
	Average Daily Emissions (pounds)	Average Daily Emissions (pounds)	Maximum Annual Emissions (tons)
ROG, NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust (PM ₁₀ /PM _{2.5})	Implement Best Management Practices	None	None
Risk and Hazards for New Sources and Receptors (Project)	Same as operational threshold	<ul style="list-style-type: none">Increased cancer risk of >10.0 in one millionIncreased non-cancer risk of > 1.0 Hazard Index (chronic or acute)Ambient PM_{2.5} increase: > 0.3 µ/m³ (Zone of influence: 1,000-foot radius from property line of source or receptor)	
Risk and Hazards for New Sources and Receptors (Cumulative)		<ul style="list-style-type: none">Increased cancer risk of >100 in one millionIncreased non-cancer risk of > 10.0 Hazard Index (chronic or acute)Ambient PM_{2.5} increase: > 0.8 µ/m³ (Zone of influence: 1,000-foot radius from property line of source or receptor)	
Sources: BAAQMD CEQA Thresholds Options and Justification Report (2009) and BAAQMD CEQA Air Quality Guidelines (dated May 2017).			

4.3.2.1 Consistency with the Clean Air Plan (Checklist Question a)

The proposed project would not conflict with the 2017 CAP because it would be smaller than the BAAQMD CEQA Air Quality Guidelines Operational Criteria Pollutant Screening Size of 2,613 acres for a *City Park*, and 60,000 square feet for a *Government Office Building* (shown in Table 3-1 of the CEQA Guidelines); replace an existing public facility; and make improvements to an existing *Open Space* land use. Because the project would not exceed the BAAQMD screening criteria, it would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the thresholds shown in Table 4.3-1. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, implementation of the project would not inhibit BAAQMD or partner agencies from continuing progress toward attaining state and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. **(Less Than Significant Impact)**

4.3.2.2 Impacts Related to Criteria Air Pollutant Emissions (Checklist Questions b and c)

Construction Period Emissions

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at

the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if Best Management Practices (BMPs) are implemented to reduce these emissions.

Standard Measure:

SM AIR-1: The project contractor shall implement the following measures, recommended by BAAQMD, as standard conditions of approval that would reduce the air quality and fugitive dust-related impacts associated with grading and new construction to a less than significant level.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible and feasible. Building pads shall be laid as soon as possible and feasible, as well, after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

The project, with implementation of the standard measures described above, would reduce construction related emissions to a less than significant level by controlling dust and exhaust and limiting exposed soil surfaces. **(Less Than Significant Impact)**

Operational Period Emissions

BAAQMD developed screening criteria for air pollutants to determine if a project would result in the generation of operational-related criteria air pollutants that exceed the threshold identified in Table 4.3-1 above. The proposed project includes neighborhood park improvements to the 50,000-square foot norther portion of the site and construction of a new 4,950-square foot fire station on the 1.6-acre site. As discussed in *Section 4.3.2.1* above, the proposed park improvements and new fire station would be below the screening threshold of 2,613 acres for a *City Park*, and 60,000 square feet for a *Government Office Building*. The project would, therefore, not generate significant levels of operational criteria air pollutants or precursors. **(Less Than Significant Impact)**

4.3.2.3 *Impacts to Nearby Sensitive Receptors (Checklist Question d)*

Project Construction

In addition to the project's generation of PM₁₀ and PM_{2.5} during construction activities discussed in *Section 4.3.2.2* above, construction equipment and associated heavy-duty truck traffic would generate diesel exhaust, a known TAC. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust pose both a potential health and nuisance impact to nearby receptors. A community risk assessment was completed to evaluate potential health effects from project construction emissions of DPM and PM_{2.5} to nearby sensitive receptors at residences to the north and west, and Borel Middle School to the east.⁹

Emissions and dispersion modeling was completed to predict the off-site DPM concentrations resulting from the combined construction of the fire station and park improvements, so that lifetime cancer risks and non-cancer health effects could be evaluated. Exposure parameter and model assumptions are detailed in Appendix A.

Infant (third trimester through two years of age) and adult exposures were assumed to occur at all residences through the entire construction period, and child (nine years to 14 years of age) exposures were assumed to occur at the middle school through the entire construction period. Table 4.3-2 summarizes the results of the health risk assessments. Results of the health risk assessment show that the maximum increased residential cancer risks would be 29.8 in one million for an infant exposure and 0.5 in one million for an adult exposure at the residential MEI. For a child exposure at Borel Middle School, the maximum increased cancer risk would be 9.4 in one million at the school MEI. The maximum excess infant exposure cancer risk at the residential MEI would exceed the BAAQMD significant threshold of 10 excess cases of cancer per one million, while the school MEI would be below the threshold. The maximum annual PM_{2.5} concentration based on the combined exhaust and fugitive dust emissions would be 0.17 microgram per cubic meter (µg/m³) at the residential MEI and 0.51 at the school MEI. The maximum annual PM_{2.5} concentration at the residential MEI would be below the BAAQMD significance threshold of 0.3 µg/m³, but would exceed the threshold at the school MEI. Other non-cancer hazards are measured in a computed Hazard Index (HI), which for the

⁹ DPM is identified by California as a toxic air contaminant due to the potential to cause cancer.

proposed project would be 0.033 at the residential MEI and 0.099 at the school MEI, and below the BAAQMD significance threshold of 1.0.

Table 4.3-2: Maximum Increased Cancer Risk, Hazards and PM_{2.5} from Construction			
Sensitive Receptor	Cancer Risk (per million)	PM_{2.5} Concentration (µ/g³)	Hazard Index (HI)
Off-Site Residential Infant	29.8	0.17	0.033
Off-Site Residential Adult	0.5	0.17	0.033
Off-Site School Child (nine to 14 years of age)	9.4	0.51	0.099
<i>BAAQMD Thresholds</i>	>10.0	>0.3	>1.0
<i>Significant?</i>	Yes	Yes	No

Impact AIR-1: The construction of the proposed project would result in a significant health risk impact to nearby sensitive receptors. **(Significant Impact)**

Mitigation Measure: The proposed project contractor shall implement standard measure SM AIR-1 and the following mitigation measure to reduce construction-related TACs to nearby sensitive receptors to a less than significant level:

MM AIR-1: The project contractor shall select construction equipment in one of the following methods to further reduce on-site PM_{2.5}. A plan showing the selected construction equipment shall be reviewed and approved by Public Works Department.

- All diesel-powered off-road equipment, larger than 24 horsepower, operating on the site for more than two days continuously shall at a minimum, meet U.S. EPA particulate matter emission standards for Tier 4 engines or equivalent.
- Use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters.
- Use of alternatively-fueled equipment (i.e., non-diesel) would meet this requirement.
- Use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to a less than significant level.

Implementation of standard measure SM AIR-1 would reduce emissions by approximately five percent. The implementation of mitigation measure MM AIR-1 would further reduce on-site diesel exhaust emissions from construction equipment by 90 percent. This would reduce the cancer risk and annual PM_{2.5} concentration proportionally, such that the mitigated cancer risk from the project at the residential MEI would be less than 2.9 in one million and the annual PM_{2.5} concentration at the

school MEI would be $0.05 \mu\text{g}/\text{m}^3$, which are below the BAAQMD significance threshold. With implementation of standard measure SM AIR-1 and mitigation measure MM AIR-1, the project would have a less than significant impact with respect to community risk caused by construction activities. **(Less Than Significant Impact with Mitigation Incorporated)**

Project Operation – Diesel Generator

The proposed fire station includes an 80-kilowatt, 130-horsepower diesel emergency generator, which is a source of air pollutants and TAC. The generator would be located southeast of the proposed fire station building. The generator would only operate for testing and maintenance purposes and to generate electricity in the event of an outage. There would be a maximum limit of 50 hours per year of non-emergency operation under normal conditions allowed by BAAQMD. During weekly testing periods, the engine would typically run for less than one hour. The engine would be required to meet CARB and U.S. EPA emissions standards. Table 4.3-3 summarizes the results of the risk assessment. Cancer risk and $\text{PM}_{2.5}$ concentrations from the proposed generator were modeled using BAAQMD's *Risk and Hazards Emissions Screening Calculator* (refer to Appendix A for modeling details). The maximum modeled annual average $\text{PM}_{2.5}$ concentrations at the residential and school MEIs were $0.0083 \mu\text{g}/\text{m}^3$ for the generator operation. The maximum estimated cancer risks would be 6.24 excess cases per one million. The maximum HI is less than 0.01. These maximum $\text{PM}_{2.5}$ concentrations, increased cancer risks, and HI are all below the BAAQMD significance thresholds. **(Less Than Significant Impact)**

Table 4.3-3: Maximum Increased Cancer Risk, Hazards and $\text{PM}_{2.5}$ from Project Operation – Diesel Generator			
Sensitive Receptor	Cancer Risk (per million)	$\text{PM}_{2.5}$ Concentration ($\mu\text{g}/\text{m}^3$)	Hazard Index (HI)
Off-Site Residential and School Receptors (infant, child, and adult)	6.24	0.0083	0.01
<i>BAAQMD Thresholds</i>	>10.0	>0.3	>1.0
<i>Significant?</i>	No	No	No

Cumulative Sources

Based on modeling of construction health risk and the operational emergency generator, the combination of TAC exposures from the project, construction of Borel Middle school classrooms and gym, and nearby existing sources of TACs was evaluated. BAAQMD CEQA Guidelines recommend that lead agencies consider sources of TAC emissions located within 1,000 feet of the residential and school MEIs. Busy roadways are also a source of TAC emissions.

Using the BAAQMD's Google Earth Screening Tool, SR-92, approximately 300 feet south of the residential and school MEIs, was identified. In addition, permitted stationary sources of air pollution near the project side were identified using BAAQMD's Stationary Source Risk and Hazard Analysis Tool, which identified a diesel engine located at 1900 Alameda de las Pulgas, over 1,000 feet south of both the residential and school MEIs. As discussed in *Section 4.3.1.2*, a gym would be

constructed on Borel Middle School, adjacent to the proposed fire station. A review of the school project status shows it is possible construction of the gym could overlap with the construction of the proposed fire station.¹⁰ It is assumed the school construction would not exceed the community risk thresholds at the sensitive receptors that were identified as the MEIs for the proposed project.

Table 4.3-4 summarizes the risk assessment results. The cumulative cancer risk associated with project and adjacent school site construction and operation is <50.5 excess cases of cancer per one million; annual PM_{2.5} concentration is <0.87 µg/m³; and hazard index is <1.13. The cancer risk and hazard index are below the BAAQMD's cumulative thresholds of >100 excess cases in one million and >10.0 HI, respectively. The annual PM_{2.5} would exceed the BAAQMD's cumulative threshold of >0.8 µg/m³. With implementation of standard measure SM AIR-1 and mitigation measure MM AIR-1, the annual PM_{2.5} would be reduced <0.41, which would be below the cumulative threshold of 0.8 µg/m³. Cumulative cancer risk and hazard index would be reduced proportionately as well. Refer to Appendix A for more details about the cumulative risk assessments and results. **(Less Than Significant Impact with Mitigation Incorporated)**

Table 4.3-4: Cumulative Maximum Increased Cancer Risk, Hazards and PM_{2.5}				
Source	Sensitive Receptor	Cancer Risk (per million)	PM_{2.5} Concentration (µg/m³)	Hazard Index (HI)
Project Construction	Off-Site Residential Infant	29.8	0.17	0.033
	Off-Site Residential Adult	0.5	0.17	0.033
	Off-Site School Child (nine to 14 years of age)	9.4	0.51	0.099
<i>BAAQMD Thresholds</i>		>10.0	>0.3	>1.0
<i>Significant?</i>		Yes	Yes	No
<i>Significant After Mitigation?</i>		No	No	No
Construction of Borel Middle School Project	Off-Site Residential and School Receptors (infant, child, and adult)	<10.0	<0.3	<1.0
Diesel Engine at 1900 Alameda de las Pulgas	Off-Site Residential and School Receptors (infant, child, and adult)	6.2	0.01	<0.01
SR-92	Off-Site Residential and School Receptors (infant, child, and adult)	4.2	0.04	0.01

¹⁰ San Mateo-Foster City School District. "Measure X – New Gym & Classroom Project." Accessed June 29, 2018. Available at: <http://borel.smfcsd.net/measure-x-new-gym-and-classroom-project.html>.

Plant 14226	Off-Site Residential and School Receptors (infant, child, and adult)	0.3	0.01	<0.01
Maximum Cumulative without Mitigation		<50.5	<0.87	<1.13
Maximum Cumulative with Mitigation		<23.6	<0.41	<1.04
<i>BAAQMD Cumulative Thresholds</i>		100	0.8	10.0
<i>Significant?</i>		No	Yes	No
<i>Significant After Mitigation?</i>		No	No	No

4.3.2.4 *Odor Impacts (Checklist Question e)*

During construction, the various diesel powered vehicles and equipment in use onsite would create localized odors. The proposed fire station would include testing of the diesel generator as part of its operation. These odors would be temporary during project construction and during operation of the fire station (up to one hour a day) and not likely to be noticeable for extended periods of time much beyond the project boundaries. The potential for diesel odor impacts during construction and operation is considered less than significant. **(Less Than Significant Impact)**

4.3.2.5 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Construction and operation of public facilities (such as the proposed fire station) allowed under the text amendment could impact nearby sensitive receptors of these sites. The amount and location of additional public facilities is unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review and be subject to the federal, state, and local regulations listed above (EPA and CARB regulations, 2017 CAP, CEQA Air Quality Guidelines, and General Plan Policies LU 8.9 and 8.11), and any other applicable laws at the time when future development of public facilities is proposed to ensure air quality impacts would be avoided, minimized, and/or properly mitigated to a less than significant level. **(Less Than Significant Impact)**

4.3.3 Conclusion

The proposed fire station and park improvements, with implementation of standard measure SM AIR-1 and mitigation measure MM AIR-1 would reduce air quality related impacts to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

Potential future developed allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would avoid, minimize, and/or mitigate air quality related impacts to a less than significant level. **(Less Than Significant Impact)**

4.4 BIOLOGICAL RESOURCES

The following discussion is based in part on a Biological Resources Report prepared by *H.T. Harvey & Associates* in May 3, 2018, and a Tree Assessment prepared by *Walter Levison Consulting Arborist* in May 2, 2018. Copies of these reports can be found in Appendix B of this Initial Study.

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Special-Status Species

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

In addition to species listed under state and federal Endangered Species Acts, Section 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, are considered for environmental review per the CEQA Guidelines. These may include plant species of concern in California listed by the California Native Plant Society and CDFW listed “Species of Special Concern”.

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. CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

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.

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. A heritage tree is defined, in part, as one which is of historical significance or which has a trunk with a diameter of 10 inches or more, if indigenous, and 16 inches or more for all other trees, as measured at 48 inches above natural grade. The ordinance also applies to a stand of trees, the nature of which makes each tree dependent upon the others for survival. These regulations affect both undeveloped and developed properties. When a tree qualifying as a heritage tree is removed for new construction, the owner must plant additional vegetation onsite or pay a fee to the City based on the calculated value of the tree removed per City ordinance.

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. 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; and/or
- removal of major vegetation (trees over six inches in diameter) is proposed
- 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; 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.

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.

4.4.1.2 *Existing Conditions*

The project site is located approximately two miles west of the San Francisco Bay. The elevation of the southern portion of the site for the proposed fire station ranges from approximately 68 to 80 feet above sea level. The northern portion of the site for the proposed Borel Park varies in elevation from 57 to 83 feet above sea level. A reconnaissance-level field survey was completed by *H.T. Harvey & Associates* in April 2018.

Vegetation

The project site is currently undeveloped with informal passive recreational uses onsite. The project site is occupied by ruderal grassland/landscaped habitat. The ruderal grassland is composed of non-native grasses such as wild oat, foxtail barley, oxalis, and broadleaf plantain, interspersed with a variety of annual and perennial herbs, such as purple owl's clover. The northern portion of the site contains a flower and vegetable garden with variety of ornamental/landscape shrubs, flowers, and forbs including gladiolus, bearded iris, and yucca trees. A grove of eucalyptus trees is located on the southeast portion of the site, and multiple stands of coast live oak trees are found along the east and west boundaries of the project site. Other trees and shrub species found onsite include California buckeye, pyracantha, fig, and pride of Madeira.

Wildlife

Wildlife use of ruderal grasslands/landscaped habitat onsite is limited by frequent human disturbance, the abundance of non-native and invasive species, and isolation of small grassland patches from more extensive grasslands. Wildlife species associated with more extensive grasslands, such as the grasshopper sparrow and western meadowlark are absent from the site. Birds present on and adjacent to the project site during the breeding season include the mourning dove, lesser goldfinch, dark-eyed junco, Anna's hummingbird, American crow, and Brewer's blackbird. Species that may nest on nearby buildings, such as the barn swallow, black phoebe, and European starling, also forage on or over the ruderal grassland habitat.

During nonbreeding season, bird species present onsite includes the golden-crowned sparrow and white-crowned sparrow that forage onsite. The mature eucalyptus and oaks onsite provide food and nesting opportunities for a variety of bird species, including chest-nut backed chickadee, Anna's hummingbird, California scrub-jay, and American crow. In addition, mature trees provide potential nesting habitat for raptors such as the Cooper's hawk. However, no old nests of raptors were observed during the reconnaissance survey. Pallid bats, a California species of special concern, were likely present in a number of locations throughout the project vicinity, but their populations have declined in recent decades, and have been extirpated as a breeder from urban areas close to the Bay, including the project area. Examination of the trees onsite also did not find any large cavities that might provide suitable habitat for large roosting or maternity colony of bats.

Reptiles and amphibians that may occur onsite include western fence lizard, gopher snake. Small mammals expected to be onsite include native western harvest mouse, nonnative house mouse, Norway rat, and roof rat. Small burrowing mammals such as the Botta's picket gopher are also present onsite. Larger mammals such as the striped skunk, Virginia opossum, and raccoon may also be present onsite.

4.4.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,11
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,11
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,11
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,11
e) 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"/>	1,2,3,5,12
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.4.2.1 *Impacts to Special-Status Species (Checklist Question a)*

As discussed above, the project site is in an urbanized area surrounded by development. Vegetation and wildlife onsite are those adapted to the urban environment. With the exception of pallid bat, which may forage over the area on rare occasions, the project site lacks suitable habitat for the special-status species that have been identified in or near County/City of San Mateo. Due to the abundance of similar ruderal foraging habitat for pallid bats (a California species of special concern)

in the region, potential impacts to pallid bat foraging habitat are not considered significant. **(Less Than Significant Impact)**

4.4.2.2 *Impacts to Sensitive Natural Communities (Checklist Question b)*

The project site is not in proximity to streams or creeks and therefore, does not contain riparian habitat. Chapter 23.72.080(a)(7) of the Municipal Code prohibits the planting of invasive plant species in the City, therefore, construction of the project would not result in the introduction of invasive species onsite. In addition, areas developed as hardscape or maintained as landscaping would be expected to support significantly fewer weeds and weed seeds that could be transported offsite to other areas. For these reasons, the proposed project would not significantly impact any sensitive habitat. **(Less Than Significant Impact)**

4.4.2.3 *Impacts to Federally Protected Wetlands (Checklist Question c)*

The site does not contain federally protected wetlands; therefore, the project would have no impacts to wetlands. **(No Impact)**

4.4.2.4 *Impacts to Wildlife Movement (Checklist Question d)*

For many species, a landscape is a mosaic of suitable and unsuitable habitat types. Environmental corridors are segments of land that provide a link between these different habitats while also providing cover. The project site is surrounded by development and has experienced human disturbance; therefore, the proposed project would not result in fragmentation of natural habitats. The proposed 50,000-square foot park would include vegetated open space, and any common, urban adapted species that currently move through the site would continue to do so following the project construction. For these reasons, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors.

Construction disturbance during the avian breeding season (February 1 through August 31 for most species) could result in the incidental loss of eggs or nestlings, either directly through the destruction or disturbances of active nests or indirectly by causing the abandonment of nests. Raptors and nesting birds are protected by the MBTA and CDFW Code. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW.

Impact BIO-1: Construction of the proposed project could result in impacts to nesting birds on or adjacent to the site, if present. **(Significant Impact)**

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-1.1: 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 31st).

- MM BIO-1.2:** If it is not possible to schedule construction activities between September 1st and January 31st then preconstruction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. These surveys shall be completed no more than seven 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-1.3:** In 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 no nests of species protected by the MBTA and CDFW shall not be disturbed during project implementation.
- MM BIO-1.4:** 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)**

4.4.2.5 *Impacts to Heritage Trees (Checklist Question e)*

As discussed above, the project site contains mature trees. The project proposes to remove 13 trees for the construction of the fire station building. A summary of tree species, diameters, and conditions for these trees is provided in Table 4.4-1. As defined by the City's Tree Preservation Ordinance, all 13 trees proposed to be removed for the proposed fire station are defined as heritage trees. The most common tree species in Tasmanian blue gum eucalyptus (nine trees). No trees are proposed to be removed as part of the park improvements.

General Plan Policy C/OS 6.2 and the City's Heritage Tree Ordinance requires planting of tree replacement when removal of heritage trees are permitted, or pay a calculated fee. The project proposes to plant nine new trees as part of the fire station landscaping and at least 12 trees on the proposed park, which would replace removed trees at a minimum of 1:1.6 ratio. For this reason, the project would be consistent with the City's policy regarding tree removal and replacement, and would not result in impacts to trees. **(Less Than Significant Impact)**

Table 4.4-1: Summary of Trees Proposed to be Removed			
Tree #¹	Common Name	Diameter (inches)²	Condition
1	Tasmanian blue gum eucalyptus	42	Fair
2	Tasmanian blue gum eucalyptus	30	Fair
3	Tasmanian blue gum eucalyptus	38	Poor
4	Tasmanian blue gum eucalyptus	27	Poor
5	Tasmanian blue gum eucalyptus	54	Fair
6	Tasmanian blue gum eucalyptus	40	Fair
7	Tasmanian blue gum eucalyptus	45	Poor
8	Tasmanian blue gum eucalyptus	47	Poor
9	Tasmanian blue gum eucalyptus	27	Fair
10	California buckeye	12	Fair
11	Coast live oak	12	Good
12	Coast live oak	18	Fair
13	Coast live oak	13	Good
Notes: ¹ All trees to be removed are heritage trees ² Diameter of trees measured at 48 inches above natural grade			

4.4.2.6 *Habitat Conservation Plan (Checklist Question f)*

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 project impact with regard to conflict with the implementation of such plans. **(No Impact)**

4.4.2.7 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility use on land designated as *Parks/Open Space*. Future development of public facilities (such as the proposed fire station) allowed under the text amendment would likely result in removal of trees for construction of these facilities, and impact other biological resources (i.e., nesting birds during construction period or sensitive habitat). The amount and location of additional public facilities is unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* land use designation would be subject to their own site specific environmental review, be subject to the federal, state, and local regulations listed above (Endangered Species Act, MBTA, City's General Plan Policies C/OS 6.1 to 6.4, and City's Heritage Tree Ordinance), and any other applicable laws at the time when future development of public facilities is proposed to ensure biological resources impacts would be avoided, minimized, and/or properly mitigated to a less than significant level. **(Less Than Significant Impact)**

4.4.3 Conclusion

The proposed project, with implementation of MM BIO-1.1 to -1.4 and replanting of new trees would not result in significant biological resources impacts. **(Less Than Significant Impact with Mitigation Incorporated)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would avoid, minimize, and/or properly mitigate biological resources impacts to a less than significant level. **(Less Than Significant Impact)**

4.5 CULTURAL RESOURCES

The following discussion is based, in part, on an Archaeological Literature Search prepared by *Holman & Associates* in May 2018. A copy of the literature review report is on file at the City of San Mateo Community Development Department.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal

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 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 National Historic Preservation Act 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.

State

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 to be 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.

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 require that the San Mateo 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.

Senate Bill 18

The intent of Senate Bill (SB)18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

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

Applicable General Plan policies related to biological 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.

4.5.1.2 *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. The project site is located approximately 0.8 miles south of San Mateo Creek on part of a large valley terrace and is approximately 1.4 miles north of Laurel Creek. The project site is situated within an area categorized with low archaeological sensitivity.

Subsurface testing was previously completed onsite for a City project to improve access to Borel Middle School due to the availability of exposed native surface soils. Coring was done at the southern corner of the project site and found no paleontological or archaeological resources.¹¹ A review of historic-era maps for the project area shows the project site was never developed. The site remains undeveloped with informal passive recreational uses, including a garden in the northern portion of the site, bench seating, and an unpaved pathway.

4.5.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,13
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,13
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,13
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,13
e) 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:					

¹¹ Holman & Associates. *Archaeological Survey Report for the City of San Mateo Safe Routes to School*. 2015. ATPLNI-5102(044). NWIC/CHRIS File No. S-47407.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
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); or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	31
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 this criteria, the significance of the resource to a California Native American tribe shall be considered.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	31

4.5.2.2 *Impacts to Historic Resources (Checklist Question a)*

The project site is undeveloped and does not contain any structures. The site is not in proximity to any NRHP-listed buildings. For this reason, the proposed project would not impact historic resources. **(No Impact)**

4.5.2.3 *Impacts to Subsurface Resources (Checklist Questions b, c, and d)*

No archaeological sites have been recorded within a quarter mile of the proposed project site. As discussed above, the coring completed onsite for the City's Safe Routes to School project did not identify any cultural materials or deposits. No soil containing paleontological resources was documented, including any paleosols.¹² For these reasons, the project would not impact archaeological or paleontological resources. Although unlikely, the following standard condition is required for the project in the event archaeological or paleontological resources are found during construction.

Standard Measure:

SM CUL-1: The proposed project shall implement the following conditions of approval to reduce impacts to subsurface resources.

- In the event of the discovery of archaeological resources, the applicant shall be responsible for halting construction activities within 50 feet of the discovery, notifying the Chief of Planning, and retaining a qualified archaeologist. The archaeologist will be required to evaluate the uniqueness of the find and to contact local Native American and historical organizations, and shall recommend a further course of action.

¹² A stratum or soil horizon that was formed as a soil in a past geological period

- 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.

4.5.2.4 *Impacts to Tribal Cultural Resources (Checklist Question e)*

The proposed project requires a General Plan text amendment to the *Parks/Open Space* designation to allow public facilities onsite, and therefore, is subject to SB 18 and AB 52 requirements for consultation with California Native American tribes. The City initiated the process of reaching out to local Native American tribes, and no tribes responded as having tribal cultural resources (e.g., sites, features, places, cultural landscapes, sacred places, and/or objects with cultural value) onsite.¹³ **(No Impact)**

4.5.2.5 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Future development of public facilities (such as the proposed fire station) allowed under the text amendment could possibly impact unknown cultural resources on undeveloped land with this designation. The amount and location of additional public facilities is unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review, be subject to the federal, state, and local regulations listed above (NHPA, AB 52, California Public Resources Code, General Plan Policy C/OS 7.1), and any other applicable laws at the time when future development of public facilities is proposed to ensure cultural resources impacts would be avoided, minimized, and/or properly mitigated to a less than significant level. **(Less Than Significant Impact)**

4.5.3 Conclusion

The proposed project with implementation of standard measures described above would not result in significant impacts to cultural resources. **(Less Than Significant Impact)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would avoid, minimize, and/or mitigate cultural resources impacts to a less than significant level. **(Less Than Significant Impact)**

¹³ The City mailed out letters to six local Native American Tribes and responded to a request for information on June 18, 2018. A detailed record of the correspondence is on file at the City of San Mateo Department of Community Development. Source: Hogan, David. City of San Mateo Community Development Department. Personal communication. June 18, 2018.

4.6 GEOLOGY AND SOILS

The following discussion is based, in part, on a Geotechnical Investigation prepared by *Cleary Consultants, Inc.* in March 2017. A copy of this report is included in Appendix C of this Initial Study.

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act ensures public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction.

Seismic Hazards Mapping Act

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed. The SHMA directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and requires the inclusion of measures to reduce earthquake-related hazards.

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.

Local

City of San Mateo General Plan

Applicable General Plan policies related to geology and soils include, but are not limited to, the following listed below.

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. 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; and/or
- removal of major vegetation (trees over six inches in diameter) is proposed
- 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; 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.

4.6.1.2 *Existing Conditions*

The elevation of the southern portion of the site for the proposed fire station ranges from approximately 68 to 80 feet above sea level. The northern portion of the site for the proposed Borel Park varies in elevation from 57 to 83 feet above sea level. The southern portion of the project site sits on a generally southeasterly-facing hillside sloping downward towards Borel Avenue. The site

was surveyed by *Cleary Consultants, Inc.* during the period from September 16, 2016 to March 9, 2017. The site survey found no signs of instability on the slopes throughout the project site.

Soils

Exploratory borings were drilled to investigate existing soils onsite. The borings generally encountered very stiff to hard sandy clay and dense to very dense clayey sand slope wash (Qsr) material from just below the ground surface to depths of 21.5 and 26.5 feet, underlain by sandstone and shale bedrock of the Franciscan Assemblage (fs) to the maximum depth explored of 40 feet. The soils onsite have a moderate to high expansion potential. Moisture fluctuations in expansive soil could cause the soil to expand and contract resulting in movement and potential damage to improvements that overlay them. Refer to Appendix C for full details on the boring results.

Groundwater

Groundwater was not encountered in the exploratory borings during drilling, however, it should be noted the groundwater fluctuates due to factors such as variations in rainfall, temperature, runoff, irrigation, and other factors not evident at the time of the drilling.

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 site is located approximately 2.5 miles northeast of the San Andreas fault, 9.9 miles northeast of the San Gregorio fault, 15.8 miles southwest of the Hayward fault, and 23.5 miles southwest of the Calaveras fault, respectively. In addition, the site is located approximately 8.6 miles northwest of the potentially active Monta Vista-Shannon fault. The project site is located within the lowermost easterly foothills of the northwest-trending Santa Cruz Mountain Range. Strong ground shaking is likely to occur during the lifetime of the proposed fire station building 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 fault crosses through the project site, and the site is not within an Earthquake Fault Zone of the State of California Alquist-Priolo Earthquake Fault Zoning Act.

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 generally most susceptible to liquefaction are clean, loose, saturated, uniformly graded, and fine-grained sands that lie within roughly 50 feet of the ground surface. Soils encountered during the exploratory borings predominantly consisted of non-saturated dense to very dense clayey sand underlain by sandstone/shale bedrock to the maximum depth exported at 40 feet. Very stiff to hard sandy clay was also encountered in the upper 4.25 feet of one of the borings, and a layer of very stiff sandy silt at a depth of 12 to 17 feet at another boring. As discussed above, no groundwater was observed during any of the borings. Based on the analysis evaluated by the Geotechnical Investigation, the project site is not susceptible to liquefaction-induced settlement.

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. Since the project site is not subject to liquefaction, and is not located near a free face, the potential for lateral spreading onsite is low.

4.6.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as described 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 checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,14
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,14
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,14
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,14
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,14
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,14
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,14
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

The proposed Borel Park would not include public restrooms. The proposed fire station building would connect to the existing sanitary sewer system. No septic tanks or alternative waste water disposal systems are required for the project. For these reasons, the Checklist Question e listed above is not discussed further.

As previously discussed in Section 3.0, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents unless the project risks exacerbate those environmental hazards or risks already exist. Nevertheless, the City has policies and regulations (including those identified in Section 4.6.1.1) that addresses existing conditions affecting a proposed project.

4.6.2.2 *Seismicity and Seismic Impacts (Checklist Question a)*

Ground Shaking Hazards

As discussed in *Section 4.6.1.2 Existing Conditions*, the project site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone, and therefore, hazards resulting from surface fault rupture onsite is low. The site is located in a seismically active region, and strong ground shaking is likely to occur during the lifetime of the proposed fire station building as a result of movement along one or more of the regional active faults discussed above.

Standard Measure:

SM GEO-1: Public Works Department shall implement the following standard measure to reduce seismic-related hazards.

- The new fire station building and its associated improvements shall be designed and constructed in accordance with current standards of earthquake-resistant construction.

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

As discussed above, soils that are generally most susceptible to liquefaction are clean, loose, saturated, uniformly graded, and fine grained sands that lie within roughly 50 feet of the ground surface. Due to the relatively dense soil/bedrock conditions onsite, and absence of static groundwater table onsite, the project site is unlikely to be subject to liquefaction.

Soil Densification

Seismically-induced settlement can effect dry sandy soils as well. The clayey sand soils onsite were conservatively analyzed for seismically-induced settlement. The analysis indicates a theoretical seismically induced dry soil settlement of up to one and one-half inches could occur with up to approximately three-quarters of an inch of differential settlement predicted over a distance of 50 feet. Based on these results and the Geotechnical Investigation, the likelihood of earthquake-induced soil densification for the proposed fire station and its associated improvements is low.

4.6.2.3 *Soil and Groundwater Hazards (Checklist Questions b, c, and d)*

Landslides

As discussed in *Section 4.6.1.2*, elevation varies throughout the project site, with the southern portion of the site sloping downward towards Borel Avenue. No signs of slope stability was observed during the site reconnaissance. The soils onsite are relatively dense, and therefore, landslide hazard is low.

Lateral Spreading

As discussed in *Section 4.6.1.2*, due to the low susceptibility of liquefaction onsite, the potential for soil lurching and lateral spreading area considered unlikely.

The proposed fire station would include a 24-inch tall retaining wall between the temporary parking/garden area and the external ADA ramp of the fire station building. According to the Geotechnical Investigation, the proposed retaining wall can be supported onsite given the stiff to hard sandy clay and dense to very dense clayey sand soils onsite.

Standard Measures:

SM GEO-2: Public Works Department shall implement the following standard measures to reduce lateral movement-related impacts.

- Any retaining wall needed for the construction of the fire station shall be designed in accordance with recommendations in the Geotechnical Investigation, and be able to resist lateral earth pressure and any additional lateral loads cause by surcharge loading. The design shall be reviewed and approved by the Public Works Director,
- Loose fill, if encountered at bearing grade, shall be removed and replaced (as required, after cuts are made) as properly engineered fill.

Soil Erosion

Construction of the proposed fire station and park would include grading of the site. Development of the proposed project could result in significant soil erosion, if not properly managed.

Standard Measure:

SM GEO-3: Public Works Department shall implement the following standard measure to reduce soil erosion impacts.

- Prepare and implement Soil Erosion and Sediment Control Plan with erosion control measures (including silt fences, fiber rolls, terraces, and/or surface protection, proposed retaining wall) required for erosion control. The plan shall be reviewed and approved by the Public Works Director.

Expansive Soil

As discussed in *Section 4.6.1.2*, the soils onsite are considered to have a moderate to high expansion potential.

Standard Measure:

SM GEO-4: Public Works Department shall implement the following measure to reduce soil expansion hazards to the proposed fire station.

- Implement recommendations in the Geotechnical Investigation, which includes, but is not limited to, positive surface gradients to prevent water collection in the vicinity of the building foundation, keeping footing trenches moist so any drying-shrinkage cracks are closed prior to placement of concrete.

4.6.2.4 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. The amount and location of additional public facilities is unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* would be required to prepare a site specific geotechnical engineering study pursuant to General Plan Policy S 1.1 during their own site specific environmental review, and implement all recommendations in the geotechnical study. Future projects would also be subject to the federal, state, and local regulations listed above (CBC, Cal/OSHA, City's Site Development Code), and any other applicable laws at the time when future development of public facilities is proposed, to ensure geologic impacts to the environment would be properly mitigated to a less than significant level. **(Less Than Significant Impact)**

4.6.3 Conclusion

The proposed project, with implementation of standard measures SM GEO-1 to -3 listed above, would not result in significant impacts (or worsen) existing geology and soil conditions. **(Less Than Significant Impact)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would avoid, minimize, and/or mitigate biological resources impacts to a less than significant level. **(Less Than Significant Impact)**

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Environmental Setting

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns. The principal GHGs contributing to global warming include carbon dioxide (CO₂), methane, nitrous oxide, and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, manufacturing, utility, and agricultural sectors.

4.7.1.1 *Regulatory Framework*

State

Global Warming Solutions Act

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

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO₂e.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.¹⁴

Regional

Bay Area 2017 Clean Air Plan

Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the 2017 CAP. The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate

¹⁴ CARB. "The Advanced Clean Cars Program". Accessed April 6, 2018.
<https://www.arb.ca.gov/msprog/acc/acc.htm>.

pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The City of Santa Clara and other jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

Local

San Mateo Sustainable Initiatives Plan

The sustainable Initiatives Plan (2007) addresses several areas of environmental responsibility for the City, including citywide sources of GHG emissions, impacts from new developments and construction, city planning, waste and resource management, and all modes of transportation. The plan also addresses ways to engage the public and businesses in creating solutions to the environmental challenges. The Sustainable Initiatives Plan contains two sets of actions in regard to climate change: a proactive approach, which reduces GHG emissions and therefore lessens the impacts on global warming, and the adaptive approach, which serves to ensure that the City is prepared for the inevitable change. Applicable measures in the Sustainable Initiatives Plan related to the proposed project include, but are not limited to, the following listed below.

Measure	Description
BE 3	Adopt a green building policy for the design and construction of new civic facilities to meet or exceed Leadership in Energy and Environmental Design (LEED) Silver green building standards and for building remodel projects to meet or exceed LEED Certified. For some civic buildings, the GreenPoint Rated program may be applicable in that case, buildings may be designed and constructed to meet or exceed a GreenPoint Rating of 75 points for new construction and 50 points for remodels in place of a LEED rating.

City of San Mateo Greenhouse Gas Emissions Reduction Program

The City prepared a Greenhouse Gas Emissions Reduction Program (2010) to summarize the City of San Mateo's GHG emissions and the actions being taken to mitigate those emissions. The emissions reduction program seeks to meet the requirements of the BAAQMD's Draft CEQA Guidelines and corresponding criteria for a Qualified GHG Emissions Reduction Strategy as defined by BAAQMD. The Greenhouse Gas Reduction Program calculates the GHG emissions reduction target and the impact of programs to achieve the target, consistent with state guidance.

City of San Mateo Climate Action Plan

The City of San Mateo adopted a community-wide Climate Action Plan (CAP) on April, 2015, which updates and consolidates the City's existing Sustainable Initiatives Plan, GHG Emissions Reduction Plan, and Climate Action Plan for Municipal Operations and Facilities, based on the vision of San Mateo residents, business, and local government. The goal was to prepare a CAP that serves as an

updated and Quantified GHG Reduction Strategy consistent with BAAQMD GHG Plan Level Guidance and CEQA Guidelines Section 15183.5. The CAP was developed through a robust public process that engaged the San Mateo Sustainability Commission, staff, and the community.

A climate action plan is a comprehensive strategy for a community to reduce emissions of GHGs, which, according to scientific consensus, are primarily responsible for causing climate change. The San Mateo CAP includes five key pieces:

1. An inventory of the annual GHG emissions attributable to San Mateo based on types of activities occurring within the community and guidance from various protocols and agencies. The City has inventories of emissions for 2005 and 2010.
2. A forecast of what GHG emissions are likely to look like in 2020 and 2030, based on expected population and economic growth adopted in the General Plan.
3. A reduction target, which identifies a goal for reducing GHG emissions by 2020 and 2030.
4. Reduction strategies, which describe the actions the community intends to take to achieve the reduction target. Each strategy identifies the amount of GHGs that will be reduced once the strategy is implemented. The CAP also estimate benefits of existing programs.
5. An implementation and monitoring program to track progress toward the reduction target and the status of the reduction strategies. A CAP consistency checklist for future development projects is included in the implementation program.

As part of the CAP, the City developed a CAP consistency checklist for land use projects. The checklist is a streamlined tool that identifies the CAP's mandatory requirements and provides an opportunity for project applicants to demonstrate project's consistency with GHG reduction measures and actions in the CAP. The checklist is also an opportunity to identify additional project characteristics that support the GHG reduction targets and programs in the CAP.

City of San Mateo General Plan

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

Policies	Description
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.
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 6.4	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 14.9	Establish design principles for all new or renovated parks to maximize productivity, efficiency, and community value.
UD 2.14	Require new development and building alterations to conform with the City's Sustainable Initiative Plan and subsequent Council adopted goals, policies, and standards pertaining to sustainable building construction.
C 4.6	Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.

Policies	Description
C 4.7	Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.
BE-3	Adopt a green building policy for the design and construction of new civic facilities to meet or exceed LEED Silver green building standards and for building removal projects to meet or exceed LEED Certified. For some civic buildings, the GreenPoint Rated program may be applicable; in that case, buildings may be designed and constructed to meet or exceed a GreenPoint Rating of 75 points for new construction and 50 points for remodels in place of a LEED rating.
LU 4.3	Encourage active, healthy lifestyles, by promoting pedestrian and bicycle connectivity between civic facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities and utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.
LU 4.4	Seek to ensure a safe and predictable water system for existing and future development by taking the following actions:

4.7.1.2 *Existing Conditions*

The project site for the new fire station and park improvements is currently undeveloped, and generates minimal GHG emissions, if any. The existing fire station is located at 545 Barneson Avenue, approximately 0.2 miles northwest of the proposed site for the new fire station.

4.7.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,10
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,10,15 ,16,17

4.7.2.1 *GHG Impacts (Checklist Question a)*

Construction

The project's construction GHG emissions would be generated temporarily during the 16-month construction period of the fire station building from June 2019 to November 2020, and the six-month construction period for the park improvements from December 2020 to June 2011. The first six months of the fire station construction period and the first month of the park improvements would be the most intensive, when diesel or large construction equipment would be used. The interior work after the most intensive construction period would not include diesel or large construction equipment. For informational purposes, construction during the most intensive periods would generate approximately 75.5 metric tons (MT) of CO₂e. Neither BAAQMD, nor the City of San Mateo have adopted thresholds of significance for construction-related GHG emissions.

Operational

The proposed fire station is expected to be operational by June 2021; therefore, the proposed project is subject to AB 32 to reduce GHG emissions. The significance threshold of 1,100 MT of CO₂e per year; or 4.6 MT CO₂e per capita was established by BAAQMD to meet the AB 32 GHG reduction target. According to the BAAQMD CEQA Guidelines, the operational GHG screening threshold for a government office building is 12,000 square feet. The proposed fire station would be 4,950 square feet, and is under the significance threshold. As discussed in *Section 3.0 Project Description*, the proposed fire station would replace the existing Fire Station 25, located 0.2 miles northwest of the proposed site. The new fire station would house the same number of staff and apparatus, have the same maintenance and training activities, and is in proximity to the existing station. The proposed fire station is not anticipated to increase its service population or dispatch routes; therefore, it would not increase its GHG emissions through additional vehicle trips or distances compared to the existing fire station. In addition, as discussed further in *Section 4.7.2.2*, the proposed fire station would be consistent with the City's CAP and include GHG reduction measures such as installing 1,100 square feet of solar panels; providing a car share dedicated parking; implementing a staff commuter program; providing composting onsite that would reduce its operational GHG emissions and therefore, be more energy efficient than the existing Fire Station 25.

The BAAQMD operational GHG screening threshold for a city park is 600 acres. The proposed park improvements would cover 50,000 square feet on the northern portion of the 1.6-acre site, which is also below the significance threshold. As further discussed in *Section 4.16 Transportation/Traffic*, the proposed park improvements are intended to serve the local neighborhood, does not include onsite parking, and is not anticipated to generate significant new vehicle trips.

For these reasons, the proposed project would not generate significant GHG emissions. **(Less Than Significant Impact)**

4.7.2.2 *Consistency with Plans (Checklist Question b)*

Climate Action Plan

The San Mateo CAP is a strategic planning document that identifies sources of GHG emissions within the city's boundaries, presents current and future emissions estimates, identifies a GHG reduction target for future years, and presents strategic programs, policies, and projects to reduce emissions from the energy, transportation, land use, water use, and waste sectors. The GHG reduction programs, policies, projects, and strategies are referred to as "reduction measures" in the CAP.

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

The proposed park improvements are consistent with the GHG inventory and forecast in the CAP since the project site is currently designated and used as a park space. While the proposed fire station would require a General Plan text amendment to allow the use of public facilities on the *Parks/Open Space* designated site, it would replace the existing Fire Station 25 with the same number of staff and fire apparatus. The proposed project to construct a new fire station and park improvements, therefore, is consistent with the GHG inventory and forecast in the CAP.

In addition, a specific project proposal is considered consistent with the San Mateo CAP if it complies with the “required” GHG reduction measures in the adopted CAP. The following includes the mandatory requirements listed in the City’s CAP consistency checklist. Although the measures described below address private residential and commercial development projects, City-owned public facilities are required to implement the applicable measures as well. The required GHG reduction measures applicable to the proposed project include the following:

- Reduction Measure RE 5: Renewable energy systems for new nonresidential buildings
- Reduction Measure AT 2: Implement transportation demand management strategies to comply with the appropriate trip reduction target identified by the City of San Mateo;
- Reduction Measure SW 1: Provide an area of sufficient space to store and allow access to a compost bin.

In addition to the reduction measures listed above, the City’s CAP also includes the following recommendations to reduce GHG emissions from City-owned buildings

- Reduction Measure ME 1: Energy efficiency for new City buildings.
 - The California Energy Commission is considering a goal of having all nonresidential buildings be zero net energy by 2030. The City can build on its existing ordinance requiring new municipal buildings to meet LEED Silver Standards.
 - Recommended Action: Seek grant funding or low- or no-interest loans to implement energy saving efforts and renewable energy saving efforts and renewable energy systems at City facilities at time of construction or substantial renovation.
- Reduction Measure AT 4: Alternative Transportation.
 - Recommended Action: Install additional bike racks and long-term bike storage lockers at City facilities.
- Reduction Measure RE 7: Identify opportunities to use newly available renewable energy technologies in City facilities as a demonstration project.

All development in San Mateo, including City projects are required to adhere to all City-adopted policy provisions, including those contained in the adopted CAP. The City has completed a checklist to confirm consistency with the CAP (see Appendix D). As shown in the completed checklist, the project complies with all applicable CAP reduction measures by installing 1,100 square feet of solar panels; providing a car share dedicated parking; implementing a staff commuter program; and providing composting onsite.

For the reasons stated above, the fire station and park improvements would not conflict with the City’s CAP for the purpose of reducing GHG emissions. **(Less Than Significant Impact)**

San Mateo Sustainable Initiatives Plan

The proposed fire station would be constructed to meet a GreenPoint Rating of 75 points, and would include CAP's reduction measures as discussed in *Section 4.7.2.2*. The proposed park improvements would allow the formal use of the site as a neighborhood park. For these reasons, the proposed fire station and park improvements would be consistent with the City's Sustainable Initiative Plan. **(Less Than Significant Impact)**

San Mateo General Plan

The proposed project would be consistent with the City's General Plan policies to reduce GHG emissions by installing solar panels on the proposed fire station; complying with CALGreen, including drought tolerant landscaping and high efficiency irrigation systems; installing bicycle parking; installing a sidewalk on the project frontage; installing 1,100 square feet of solar panels; providing a car share dedicated parking; implementing a staff commuter program; and providing composting onsite.

For the reasons stated above, the fire station and park improvements would not conflict with the City's applicable General Plan policies for the purpose of reducing GHG emissions. **(Less Than Significant Impact)**

4.7.2.3 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Future public facilities planned to be developed within the *Parks/Open Space* would be required to fill out a CAP checklist during their own site specific environmental review, and implement all feasible measures to reduce GHG emissions. Future projects would also be subject to the federal, state, and local regulations listed above (Global Warming Solutions Act, Bay Area Clean Air Plan, CEQA guidelines, San Mateo Sustainable Initiatives Plan, San Mateo GHG Emissions Reduction Program, San Mateo CAP, and all applicable General Plan policies), and any other applicable laws and regulations at the time when future development of public facilities is proposed, to ensure consistency with all applicable plans to reduce GHG emissions. **(Less Than Significant Impact)**

4.7.3 Conclusion

The proposed fire station and park improvements, with compliance of the City's CAP, would not result in significant GHG emission impacts. **(Less Than Significant Impact with Mitigation Incorporated)**

Potential future developed allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, and implementation of all feasible mitigation measures (if necessary), would reduce GHG emission related impacts to a less than significant level. **(Less Than Significant Impact)**

4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Environmental Setting

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds found in manufacturing. Determining if such substances are present on or near project sites is important because, by definition, exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

4.8.1.1 *Regulatory Framework*

Federal and State

Hazardous Materials Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, and the Resource Conservation and Recovery Act (RCRA). In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies including the City of Santa Clara Fire Department have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

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

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. The project site is not on the Cortese List.¹⁵

¹⁵ DTSC. "Hazardous Waste and Substances Site List (Cortese)". Accessed March 27, 2018. [http://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=cortese&site_type=sites,open,fuds,close&status=act,bklg.com.colur&reporttitle=hazardous+waste+and+substances+site+list+\(cortese\)](http://www.envirostor.dtsc.ca.gov/public/search?cmd=search&reporttype=cortese&site_type=sites,open,fuds,close&status=act,bklg.com.colur&reporttitle=hazardous+waste+and+substances+site+list+(cortese)).

California Accidental Release Prevention Program (CalARP)

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

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 greenhouse gas 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 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 4.1	Maintain the City's emergency readiness and response capabilities/
S 5.5	Regulate the location and operation of hazardous waste management facilities through the issuance of a special use permit.
S 5.6	Restrict the possible location of new hazardous waste management facilities to those areas designated on Figure S-5 of the General Plan. Prohibit the location of residual repository and incineration facilities in the City of San Mateo due to proximity to residential uses. Consider allowing waste treatment, transfer and storage facilities in service commercial districts. The location of waste management facilities in the City should be based on the ratings of area suitability contained in Appendix Q of the General Plan.

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.

4.8.1.2 Existing Conditions

The project site is undeveloped, and a review of aerial photographs shows the project site has not been previously developed. A review of the cultural resources and geotechnical reports (refer to Appendix C) prepared for the project site also did not document any previous uses onsite.

4.8.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) 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"/>	1,2
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,8
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,19
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
g) 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"/>	1,2,3
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,20

4.8.2.1 *Routine Transport, Use, or Disposal of Hazardous Materials (Checklist Question a)*

The proposed park would be a public recreational facility and would not involve the routine transport, use, or disposal of hazardous materials onsite, other than the use of small quantities of herbicides and pesticides for landscaping maintenance. The use and transportation of maintenance chemicals would be managed in accordance with federal, state, and local laws and regulations. The proposed park, in accordance with federal, state, and local laws and regulations would ensure the on-site use of chemicals results in a less than significant hazardous materials impact.

The proposed fire station would involve the routine use of hazardous materials for the maintenance of the fire apparatus, including oil, lubricants, and other materials used for maintenance. The project would also include an 80-gallon diesel emergency generator. In addition, operation of the fire apparatus and related equipment would likely involve routine handling and management of hazardous materials. The proposed fire building includes a decontamination room to minimize hazardous material exposure. As part of routine procedures, all personnel would be required to decontaminate any potential hazardous materials residue in the decontamination room. All fire apparatus would be washed and maintained regularly. Any hazardous materials needed to be disposed of would be transported and disposed under existing federal, state, and local regulations. For these reasons, the proposed project would not result in significant hazardous impacts through the routine operation and transport, and disposal of hazardous materials. **(Less Than Significant Impact)**

4.8.2.2 *Reasonably Foreseeable Upset and Accident Conditions involving the Release of Hazardous Materials (Checklist Question b)*

As discussed above, all maintenance materials used for the operation of the proposed park and fire station would be subject to federal, state, and local regulations. The project site is currently undeveloped. Sensitive receptors near the project site includes the surrounding residential uses and Borel Middle School. As discussed above, review of aerial photographs and the cultural and geotechnical reports prepared for the project site show the project site has remain undeveloped, and contains informal recreational uses including a community garden in the northern portion of the site. It is possible that maintenance of the site including the community garden required the use of pesticides, herbicides, and/or fertilizers. Surficial soils may contain elevated concentrations of metal and organochlorine pesticide residues. Soil disturbance during construction of future residential

development onsite could result in health hazards to construction workers, or to nearby sensitive receptors.

Impact HAZ-1: The top soils onsite may contain elevated levels of organochlorine pesticide.
(Significant Impact)

Mitigation Measure: Implementation of the following mitigation measures to reduce impacts from contaminated soil (if present) would reduce potentially significant human health hazards to a less than significant level.

MM HAZ-1: Soil testing shall be completed to document the concentrations of any hazardous contaminants in the soil. If there are elevated levels of hazardous materials onsite including metals and organochlorine pesticide, a Soil Removal Plan shall be prepared for the project, and all recommendations in the plan shall be implemented. All reports and documentations, and plans shall be provided to San Mateo County Environmental Health Department for review and approval prior to issuance of a grading permit.

With implementation of mitigation measure MM HAZ-1, the project would reduce potential hazardous material impacts to construction worker and nearby sensitive receptors a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

4.8.2.3 *Impacts to Nearby School (Checklist Question c)*

The project site is adjacent to Borel Middle School to the east. Implementation of mitigation measure MM HAZ-1 (soil testing and preparation of a Soil Removal Plan [if needed]) would reduce potential impacts from contaminated soils onsite to sensitive receptors (including Borel Middle School) during construction period. As discussed in *Section 4.8.2.1*, future operation of the proposed park and fire station would not result in significant impacts from the routine transport, use, and disposal of hazardous materials. For these reasons, the project with implementation of mitigation measure MM HAZ-1, would not significantly impact existing or proposed schools within a quarter mile from the project site. **(Less Than Significant Impact with Mitigation Incorporated)**

4.8.2.4 *Impacts from Off-Site Hazardous Materials (Checklist Question d)*

Section 65962.5 of the Government Code requires CalEPA to develop and update (at least annually) a list of hazardous waste and substances sites. This list is used by the State, local agencies, and developers to comply with CEQA requirements. The list includes hazardous substance release sites identified by DTSC and SWRCB.

Based on a search of the State regulatory databases (i.e., GeoTracker databases managed by SWRCB, a list of solid waste disposal sites identified by SWRCB, list of “active Cease and Desist Orders and Cleanup and Abatement Orders managed by the SWRCB, Envirostor managed by DTSC, and a list of hazardous waste facilities subject to corrective action identified by DTSC), the project site is not listed on the hazardous waste or substances sites updated annually per Section 65962.5 of

the Government Code.¹⁶ The proposed project would therefore, not result in impacts related to hazardous materials sites compiled pursuant to Government Code Section 65962.5. **(No Impact)**

4.8.2.5 *Airport Hazards (Checklist Questions e and f)*

The project site is approximately 4.6 miles southeast of the San Francisco International Airport and 4.5 miles northwest of the San Carlos Airport. The City, including the project site, is not within the safety zones (or Comprehensive Land Use area) of either airport.¹⁷ There are no private airstrips in the project area. For these reasons, the proposed project would not impact air traffic patterns. **(No Impact)**

4.8.2.6 *Impair or Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan (Checklist Question g)*

The City's Emergency Operations Plan (EOP) confirms the City's emergency organizations, assigns tasks, presents policies and general procedures, and coordinates planning within various emergency management functions. The proposed project includes the construction of a new fire station onsite, which would replace the operation of the existing Fire Station 25 on 545 Barneson Avenue. The proposed fire station would house the same number of staff and fire apparatus. The project would upgrade the existing fire station facility in the City and would help meet the City's objective and implementation of the EOP. **(No Impact)**

4.8.2.7 *Wildfire Hazards (Checklist Question h)*

The project site is in a highly developed urban area, and there are no designated Wildland Fire Hazards in the project area, including the project site.¹⁸ For these reasons, the proposed project would not be susceptible to wildfire. **(No Impact)**

4.8.2.8 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. The amount and location of additional public facilities is unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to General Plan policies S 5.2, 5.3, 5.4, 4.1, 5.5, 5.6, and 5.7 to prevent siting of public facilities near incompatible land uses and clean up any hazardous materials for the proposed site. Future development of public facilities would also be subject to any other applicable laws at the time the project is proposed, to ensure hazardous material impacts to the environment will be properly mitigated to a less than significant level. **(Less Than Significant Impact)**

¹⁶ Sources: California Department of Toxic Substances Control. "DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List)." Accessed: June 8, 2018. Available at: http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm. 2) California State Water Resources Control Board. "GeoTracker." Accessed: June 8, 2018. Available at: <http://geotracker.waterboards.ca.gov/>. 3) California Department of Resources Recycling and Recovery. "Solid Waste Information System." Accessed: June 8, 2018. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=San+Mateo>.

¹⁷ Sources: 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.

¹⁸ California Department of Forestry and Fire Protection. *Very High Fire Hazard Severity Zones in Local Responsibility Area*. November 24, 2008.

4.8.3 Conclusion

The proposed project, with implementation of mitigation measure MM HAZ-1 along with any applicable federal, state, and local regulations, would not result in significant hazardous materials impacts. **(Less Than Significant Impact with Mitigation Incorporated)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, and implementation of mitigation measures (if necessary), would reduce hazardous materials impacts to a less than significant level. **(Less Than Significant Impact)**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Environmental Setting

4.9.1.1 *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 EPA and the 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 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 are 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 Permit¹⁹ (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.

¹⁹ 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.²⁰ 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 2.5	Implement the improvements identified in the City of San Mateo's seven watershed areas to improve and maintain drainage capacity adequate to convey water during a typical storm event. Include consideration of creek maintenance and an education and/or enforcement program to minimize illegal dumping of debris and chemicals.
LU 4.4.5	Continue to implement the San Mateo Countywide Stormwater Pollution Prevention Program to ensure compliance with the National Pollutant Discharge Elimination (NPDES) permit. 1. Prevent water pollution from point and non-point sources.

²⁰ State of California. 2013. *2013 State Hazards Mitigation Plan*. Accessed April 23, 2018. http://hazardmitigation.calema.ca.gov/plan/state_multi-hazard_mitigation_plan_shmp.

Policies	Description
	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.

4.9.1.2 *Existing Conditions*

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 San Mateo Creek approximately 0.8 miles north, and Laurel Creek approximately 1.4 miles south. The San Francisco Bay is approximately two miles east of the site.

Groundwater

As discussed in *Section 4.6 Geology and Soils*, test borings that reached up to 40 feet below ground surface did not encounter groundwater at depths up to 40 feet below ground surface. 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.

Stormwater Drainage

There are a total of seven major/minor 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 Drain. Stormwater onsite typically flows into the City's 12-inch storm drain on Shafter Street and 10-inch storm drain on Barneson Avenue, both of which drain to the Marina Lagoon, and is then pumped into the Bay.

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 FIRM prepared by FEMA for the project area, the site is located within Zone X, which is defined as “areas of 0.2 percent annual chance flood.”²¹

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 reservoir, lake, or bay) due to an earthquake that trippers land movement within the body or landsliding into or beneath the water body.²²

Tsunamis are seismically generated sea waves. In the City, tsunami and seiche events are most hazardous in the Shoreline areas. The project site is approximately two miles from the San Francisco Bay, and is not in a tsunami or seiche inundation area.²³

Dam failure

There are 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. The project site is not located within a dam failure inundation hazard zone of these dams.²⁴

4.9.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3

²¹ Federal Emergency Management Agency. Flood Insurance Rate Map, Community Panel No. 06081C0122F. July 16, 2015.

²² U.S. Geological Survey. “Seismic Seiches.” Access: June 22, 2018. Available at: <https://earthquake.usgs.gov/learn/topics/seiche.php>.

²³ Association of Bay Area Governments. “Resilience Program.” Accessed: June 22, 2018. Available at: <http://gis.abag.ca.gov/website/Hazards/?hlyr=tsunami>.

²⁴ San Mateo County. “Dam Failure Inundation Areas – San Mateo County.” Accessed: August 2, 2018. Available at: https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Dam_Failure_Inundation.pdf.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,20
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,20
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,32
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,21, 22,23

4.9.2.1 *Water Quality Impacts (Checklist Questions a and f)*

During Construction

Implementation of the project would require excavation, paving (fire station driveway and parking, and park pathways), and grading of the site. 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.

Implementation of the project would result in the disturbance of the 1.6-acre, or 67,854-square foot 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. The SWPPP/STOPPP will contain erosion and sediment controls designed to minimize stormwater pollution by reducing sediment loads in runoff from the construction site. The SWPPP/STOPPP will also contain a list of measures and BMPs that would be used to reduce pollutant loads in runoff generated by materials, equipment, and other construction activities. An NOI would also be filed with the RWQCB in conformance with NPDES Permit requirements. Implementation of the SWPPP/STOPPP and conformance to drainage standards required by the City would reduce the project's construction phase stormwater pollution impacts to less than significant levels.

As further discussed below, 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.

Standard Measures:

SM HYD-1: The following measures, based on RWQCB requirements and City of San Mateo Standard Conditions of Approval, shall be implemented by the project in order to reduce potential construction-related and 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, a Stormwater Management Plan (SWMP) will be developed prior to issuance of building permits for project construction, to ensure compliance with City of San Mateo and MRP requirements. The SWMP will meet the criteria for stormwater protection outlined in the SMCWPPP *C.3 Stormwater Technical Guidance*.
- 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 project shall obtain a STOPPP/SWPPP Construction permit, paying the required fees and posting the required cash deposit, for all work associated with the stormwater pollution prevention program (SMMC 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.

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 fire station including the outdoor parking area and driveways may also contain oil, grease, and metals from the fire apparatus and automobiles of the staff. Since the project would create more than 10,000 square feet of impervious surface area, a SWMP 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. **(Less Than Significant Impact)**

4.9.2.2 *Groundwater Impacts (Checklist Question b)*

The project does not propose groundwater pumping and the majority of the park site will remain as pervious surfaces. For these reasons, the proposed project to develop a fire station and park improvements would not significantly deplete groundwater supply or interfere substantially with groundwater recharge. **(Less Than Significant Impact)**

4.9.2.3 *Storm Drainage System Impacts (Checklist Questions c, d, and e)*

The project site is currently undeveloped and is 100 percent pervious. The proposed project would increase the impervious surfaces onsite by approximately 20,343 square feet (30 percent of the site) with the construction of the proposed fire station and park improvements. Since the proposed project would create more than 10,000 square feet of impervious surface area, it is required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. The project would install 6,382 square feet of stormwater bioretention area as part of the proposed fire station landscaping area. Stormwater would be collected to the stormwater retention area, which would retain and treat stormwater onsite prior discharge into the six-inch storm drain system on Borel Avenue.

Per the implementation of the SWPPP and drainage standards implemented by the City, the project would not generate significant volumes of stormwater flows into the existing drainage system. In addition, the project shall implement the following standard measures (BMPs) to ensure stormwater runoff is minimized.

Standard Measures:

SM HYD-2: The project shall implement BMPs for minimizing the volume of runoff and pollution in runoff to the extent practicable, per the Municipal Regional Permit. These BMP may include source control measures, site design elements, and post-construction treatment measures such as the following:

- Disconnect downspouts that are directed into landscape areas;
- 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
- Use effective, site-specific erosion and sediment control methods during post-construction periods.

With implementation of the standard measures listed above, the project would not result in significant impacts to the existing storm drainage system. **(Less Than Significant Impact)**

4.9.2.4 *Flood Impacts (Checklist Questions g and h)*

The proposed project does not propose residential uses. 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)**

4.9.2.5 *Other Inundation Hazards (Checklist Questions i and j)*

Dam Failure

The project site is not within a dam failure inundation hazard zone, therefore, the proposed project would not be subject to dam inundation failure hazard.²⁵ **(No Impact)**

Sea Level Rise, Seiche, Tsunami, and Mudflows

The project site is approximately two miles west of the San Francisco Bay. Due to the project site’s distance from the Bay, the site will not likely be subject to inundation due to seiches and tsunamis.

²⁵ San Mateo County. “Dam Failure Inundation Areas – San Mateo County.” Accessed: August 2, 2018. Available at: https://planning.smcgov.org/sites/planning.smcgov.org/files/documents/files/Dam_Failure_Inundation.pdf.

As discussed in *Section 4.6 Geology and Soils*, the southern portion of the project site is sloped, however, no signs of slope instability or geologic hazards were observed onsite. A retaining wall is proposed as part of the fire station building, and shall be designed and constructed with all recommendations in the geotechnical investigation report. For these reasons, the project site is not likely to be subjected to mudflow. **(Less Than Significant Impact)**

4.9.2.6 *General Plan Amendment*

The proposed project includes a General Plan text Amendment to allow public facilities on lands with a *Parks/Open Space* General Plan land use designation. The amount and location of additional public facilities is unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review and the federal, state, and local regulations listed above (NPDES permits, SMCWPPP, MRP/C.3 requirements, General Plan Policy S 2.5, and Title 7, Chapter 39 of the Municipal Code), and any other applicable laws when future development of public facilities are proposed. Therefore, this would ensure hydrology and water impacts would be avoided, minimized, and/or properly mitigated to a less than significant level. **(Less Than Significant Impact)**

4.9.3 Conclusion

The proposed fire station and park improvements would not significantly impact water quality or the stormwater system during and post-construction with implementation of standard measures, nor would it be subject to (or worsen) flooding hazards/impacts. **(Less Than Significant Impact)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would reduce hydrology and water quality impacts to a less than significant level. **(Less Than Significant Impact)**

4.10 LAND USE AND PLANNING

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

San Mateo General Plan

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

Policies	Description
LU 1.1	Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.
LU 1.4	Adopt and maintain the development intensity/density limits as identified on the Land Use Map and Building Intensity Plan, and as specified in Policy LU 6A.2. Development intensity/density shall recognize natural environmental constraints, such as flood plains, earthquake faults, debris flow areas, hazards, traffic and access, necessary services, and general community and neighborhood design. Maintain a density and building intensity range, with densities/intensities at the higher end of the range to be considered based on provision of public benefits such as affordable housing, increased open space, public plazas or recreational facilities, or off-site infrastructure improvements.
LU 1.5	Maintain maximum building height limits contained in Appendix C, and as specified in Policy LU 6A.2, closely matched with the Land Use categories and Building Intensity standards.
LU 1.20	As a high priority support code enforcement to ensure that all uses are in compliance with City codes and conditions of development approval.
LU 4.3	Encourage active, healthy lifestyles, by promoting pedestrian and bicycle connectivity between civic facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities, and utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.
LU 4.11	Maintain a high level of service by modernizing Fire Stations. Provide new stations and improvements to existing stations and training facilities to meet equipment, staffing, and training requirements, as well as, Essential Service Building Requirement
LU 4.25	Continue fire apparatus replacement and maintenance programs to provide a high state of readiness
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element
LU 6A.1	The City shall not approve any specific plan, rezoning, permit, subdivision, variance, or other land use permit which is not consistent with and does not implement the General Plan. Specific Plan and zoning ordinances were amended so as to conform to the General Plan by the end of 1992.

Policies	Description
LU 6A.2	Maintain Building Height and Building Intensity maps/plans which delineate development intensity in the form of building heights and FARs in a manner which implements the height, intensity, density and design standards in the General Plan, consistent with the Building Heights and Intensities maps/plans as amended by initiative in November 1991 and November 2004.

San Mateo Zoning Ordinance

The Zoning Ordinance is the primary tool for implementing the policies of the General Plan and address physical development standards and criteria for the City. Government Code Section 65860 requires municipalities to maintain consistency between their zoning ordinance and their adopted general plan. One of the purposes of zoning is to implement the land use designations set forth in the general plan. Existing zoning in the City includes 23 designations and provides development standards for land uses.

The City's Zoning Ordinance, Title 27 in the Municipal Code, provides standards for the physical development of the City. The City's 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.

Measure H

Measure H was approved by city voters in November 1991 and, among other things, established the maximum allowable heights and intensities for development in the City. The maximum building heights are represented on the "Building Height Plan." These maximum heights are related to both land use and location. In general, the maximum building height is 55 feet, with exceptions that include maximums of 75 feet for projects in certain designated areas that have good access to freeways and rail stations, and projects that provide public benefits or amenities substantially greater than code requirements. There are also two limited areas designated for a maximum height of 90 feet, in lands designated for manufacturing, special facilities, major institutions, and transit corridor uses, and both of which are adjacent to the Hillsdale and Hayward Park Caltrain stations. Most residential areas in the City have a maximum allowable height of 32 feet.

The rationale behind this distribution of height districts was, in part, that focusing higher intensities near train stations would reduce congestion on City streets and create higher-value developments and a more “recognizable urban form,” with nodes in areas that minimize the impacts of dense development on surrounding neighborhoods and retain the existing character of the City.

Measure P

Measure P was approved by the voters in November 2004 and extended the height and density provision of Measure H through the year 2020.

4.10.1.2 Existing Conditions

Existing Land Use

The project site is currently undeveloped, and contains some informal recreational uses, including an unpaved pathway, a garden, and a seating bench. The project site is surrounded by one- to two-story single family residences to the north and west, Borel Middle School to the east, and an office building to the south.

Existing General Plan designation.

The project site is designated as *Parks/Open Space*. According to the General Plan, this designation is defined as “public parks and City-owned conservation lands and private open space or recreation facilities.”

Existing Zoning

The project site has an *Open Space* (OS) zoning. According to Municipal Code Title 27, Zoning, the OS zoning is “established to provide areas for public and quasi-public open space and recreation purposes, noncommercial private open space and recreation uses, and to ensure continuing maintenance of open space for public safety, health and welfare.” Permitted uses include publicly owned parks, playgrounds, community centers and facilities. Special uses permitted include public utility facilities.

4.10.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.10.2.1 *Impacts to an Established Community (Checklist Question a)*

The project site is currently undeveloped with some informal recreational uses, including a garden, unpaved pathway, and a seating bench. The proposed park improvements would include various recreational areas with two playgrounds and paved pathways throughout the site. The project would improve the City's park space and provide formal recreational use to the park site. The proposed fire station would have a character compatible with surrounding residential development and school buildings. The project does not propose any wall or structures that would physically divide the existing community, or interfere with the movement of residents through the neighborhood. The project would install sidewalks along the project frontage, and improve accessibility to the site.

4.10.2.2 *Consistency with Land Use Plans (Checklist Question b)*

General Plan

The existing *Parks/Open Space* land use designation does not include the use of public facilities. The proposed project includes a text amendment to the General Plan to allow public facilities on the *Parks/Open Space* designation. With the text amendment, the proposed fire station would be consistent with the General Plan. In addition, the proposed project is consistent with General Plan policies LU 1.1, LU 1.5, LU 1.20, LU 4.3, LU 4.11, LU 4.25, LU 4.30, and LU 4.33 by: constructing a fire station within the height limit of 32 feet as shown in Figure LU4 of the General Plan; providing a new fire station that meets the current building standards; maintaining the same number of fire apparatus as the existing Fire Station 25 to provide fire services to the City; supporting uses allowed in the zoning, include sidewalks on project frontage; installing security gates at the fire station entrances on Borel Avenue and Shafter Street; including landscaping around the fire station building to act as buffers from surrounding uses; and following all federal, state, regional, and local hazardous material regulations for the operation of the proposed fire station.

The proposed park improvements are consistent with General Plan policies LU 1.1, LU 1.20, LU 4.3, and LU 4.30 by: improving a City park; continuing recreational use allowed in the existing zoning; and including sidewalks on the project frontage. The proposed park would not include restrooms and would include security lighting onsite. In addition, the proposed project includes installing two stop signs at the intersection of Borel Avenue and Shafter Street, which would improve pedestrian safety. For these reasons, the proposed project would not result in significant land use impacts from conflicts with the General Plan. **(Less Than Significant Impact)**

Municipal Code

The proposed project includes improvements to the existing park through the development of recreational areas with two playgrounds, and paved pathways throughout the site. The park

improvements are consistent with the OS zoning, and would be subject to the City's SPAR review process to ensure all design requirements are met.

The proposed fire station is an allowed use with a special use permit under the OS zoning. The project is subject to the City's SPAR process to ensure the design and operation of the fire station building would be compatible with the surrounding uses. **(Less Than Significant Impact)**

4.10.2.3 *Consistency with Applicable Habitat Plans (Checklist Question c)*

The project site is not subject to any adopted habitat conservation or natural community conservation plans. Implementation of the proposed project would not conflict with an adopted habitat conservation plan or natural community conservation plan. **(No Impact)**

4.10.2.4 *General Plan Text Amendment*

The proposed project includes a General Plan text Amendment to allow public facilities on lands with a *Parks/Open Space* General Plan land use designation. While the amount, location, and type of additional public facilities are unknown at this time, a review of the City's existing undeveloped *Parks/Open Space* designated lands indicates there are two undeveloped sites (Dale Park and Laguna Vista Park) that are both less than two acres, approximately the same size as the proposed project site.²⁶ According to the San Mateo General Plan EIR, buildout of the General Plan could require additional fire and law enforcement staff and equipment/facilities to adequately serve the projected development.²⁷ It is likely future public facilities proposed would be either a fire station or police station on these two undeveloped *Parks/Open Space* sites. Future development of these public facilities would be subject to all applicable regulations and policies during their own site specific environmental review. These include, but not limited to, the General Plan policies listed in Section 4.10.1.1, San Mateo Zoning Ordinance, Measure H, and Measure P. Conformance with all applicable regulations would avoid, minimize, and/or properly reduce land use impacts to a less than significant level. **(Less Than Significant Impact)**

4.10.3 Conclusion

The proposed fire station and park improvements, with conformance to the all applicable land use related policies discussed above, would not result in land use impacts. **(Less Than Significant Impact)**

Potential future development of public facilities on lands designated as *Open Space* would reduce land use related impacts through compliance with all applicable land use regulations and policies. **(Less Than Significant Impact)**

²⁶ Blondino, Mike. Parks and Landscape Manager, City of San Mateo Parks. Personal Communication. May 7, 2018.

²⁷ City of San Mateo. *2030 General Plan EIR*. July 2009. Pages 4.11-6 and 4.11-11.

4.11 MINERAL RESOURCES

4.11.1 Environmental Setting

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.

4.11.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

Development of the proposed fire station and park improvements, and text amendment to the General Plan to allow public facilities on *Parks/Open Space* designated lands, 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)**

4.11.3 Conclusion

The project fire station, park improvements, and General Plan text amendment would not result in any impacts to mineral resources. **(No Impact)**

4.12 NOISE AND VIBRATION

The following discussion is based on a Noise Assessment prepared by *Illingworth & Rodkin, Inc.* in June 2018. A copy of this report is included in Appendix E of this Initial Study.

4.12.1 Environmental Setting

4.12.1.1 *Background Information*

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

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are almost always expressed using one of several noise averaging methods, such as average sound level (L_{eq}), day/night noise level (DNL or L_{dn}), or community noise equivalent level (CNEL).²⁸ Using one of these descriptors is a way for a location’s overall noise exposure to be measured, given that there are specific moments when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and specific moments when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

4.12.1.2 *Vibration Overview*

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

4.12.1.3 *Regulatory Framework*

Federal and State

Federal Transit Administration Vibration Limits

The U.S. Department of Transportation (DOT) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. The Federal Transit Administration

²⁸ L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 p.m. and 7:00 a.m. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 p.m. and 10:00 p.m. As a general rule of thumb where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq} .

(FTA) has proposed vibration impact criteria based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 4.12-1, below. Note that there are criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day).

Table 4.12-1: Groundborne Vibration Impact Criteria			
Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 μinch/sec, RMS)		
	Frequent Events¹	Occasional Events²	Infrequent Events³
Category 1: Buildings where vibration would interfere with interior operations	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB
1. Frequent Events - More than 70 vibration events from the same source per day, most rapid transit projects fall into this category 2. Occasional Events - Between 30 and 70 vibration events from the same source per day, most commuter trunk lines have this many operations 3. Infrequent Events – Fewer than 30 vibration events of the same kind per day, includes most commuter rail branch lines. 4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration sensitive manufacturing or research requires evaluation to define acceptable vibration levels.			

California Building Standards Code

The California Green Building Standards Code (CalGreen) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite Sound Transmission Class (STC) rating of at least 50 or a composite Outdoor-Indoor Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} noise contour for a freeway or expressway, railroad, industrial source or fixed-guideway noise source. The state also requires interior noise levels to be maintained at 50 dBA $L_{eq(1-hr)}$ or less during hours of operation at a proposed office building.

Local

City of San Mateo General Plan

Goals and policies addressing noise issues in the community are contained in Chapter VIII of the San Mateo General Plan (Resolution No. 134-2010). The General Plan identifies policies and programs

that the City shall implement during the environmental review of projects in order to minimize the noise throughout the community. Supporting policies establish exterior and interior noise level standards for various land type uses. These policies include the following listed below:

Policies	Description
N1.2	Require an acoustical analysis for new parks, play areas and multi-family common open space (intended for the use of the enjoyment of residents) that have an exterior noise level of 60 dB (L_{dn}) or above. Require an acoustical analysis that uses peak hour L_{eq} for new parks and play areas. Require a feasibility analysis of noise reduction measures for public parks and play areas. Incorporate necessary mitigation measures into residential project design to minimize common open space noise levels. Maximum exterior noise should not exceed 67 dB (L_{dn}) for residential uses and should not exceed 65 dB (L_{eq}) during the noisiest hour for public park uses.
N2.1	Continue implementation and enforcement of City's existing noise control ordinance: (a) which prohibits noise that is annoying or injurious to neighbors of normal sensitivity, making such activity a public nuisance, and (b) restricts the hours of construction to minimize noise impact.
N2.2	Protect all "noise-sensitive" land uses listed in Table N-1 and N-2 (Table 4.12-1 and -2 below) of the General Plan from adverse impacts caused by noise generated onsite by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dB (L_{dn}) or greater at the common property line, excluding existing ambient noise levels. "Noise-sensitive" land uses, such as residential neighborhoods, hotels, hospitals, schools, and outdoor recreation areas must be protected from new development that causes discernable increases in noise levels as a result of on-site activities. Noise generators such as machinery or parking lots must be mitigated through physical measures or operational limits.

City of San Mateo Municipal Code

San Mateo Municipal Code, Chapter 7.30 regulates noise generated by project construction activities. Section 7.30.060, subsection (e) states that construction, alteration, repair, or land development activities authorized by a valid city permit shall be allowed at the following times:

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

Table 4.12-1 (General Plan Table N-1): Noise Sensitive Land Use Compatibility Guidelines for Community Noise Environments¹ Day-Night Average Sound Level (L_{dn}), Decibels			
Land Use Category	Normally Acceptable²	Conditionally Acceptable³	Normally Unacceptable⁴
Single-Family Residential	50 to 59	60 to 70	Greater than 70

Table 4.12-1 (General Plan Table N-1): Noise Sensitive Land Use Compatibility Guidelines for Community Noise Environments¹ Day-Night Average Sound Level (L_{dn}), Decibels			
Land Use Category	Normally Acceptable²	Conditionally Acceptable³	Normally Unacceptable⁴
Multi-Family Residential	50 to 59	60 to 70	Greater than 70
Hotels, Motels, and Other Lodging Houses	50 to 59	60 to 70	Greater than 70
Long-Term Care Facilities	50 to 59	60 to 70	Greater than 70
Hospitals	50 to 59	60 to 70	Greater than 70
Schools	50 to 59	60 to 70	Greater than 70
Multi-Family Common Open Space Intended for the Use and Enjoyment of residents	50 to 67	---	Greater than 67
Table 4.12-2 (General Plan Table N-2): Noise Guidelines for Outdoor Activities Average Sound Level (L_{eq}), Decibels			
Land Use Category	Normally Acceptable²	Conditionally Acceptable³	Normally Unacceptable⁴
Parks, Playgrounds	50 to 65	---	Greater than 65*
<p>¹ These guidelines are derived from the California Department of Health Services, Guidelines for the Preparation and Content of the Noise Element of the General Plan, 2003. The State Guidelines have been modified to reflect San Mateo's preference for distinct noise compatibility categories and to better reflect local land-use and noise conditions. It is intended that these guidelines be utilized to evaluate the suitability of land-use changes only and not to determine the cumulative noise impacts. Land uses other than those classified as being "noise sensitive" are exempt from these compatibility guidelines.</p> <p>² Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p> <p>³ Conditionally Acceptable – New construction should be undertaken only after a detailed analysis of the noise reduction requirement is conducted and needed noise insulation features included in the design.</p> <p>⁴ Normally Unacceptable – New construction should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p>* Average Sound Level (L_{eq}) for peak hour.</p>			

4.12.1.4 Existing Conditions

The project site is located in a residential neighborhood surrounded by single-family residences to the north and west, Borel Middle School to the east, and commercial use to the south. A site noise survey was completed that included two long-term noise measurements and three short-term noise measurements.

The existing noise level at the western portion of the site along Shafter Street was calculated to be 61 dBA L_{dn}. The primary noise source at this location was the traffic noise from vehicles traveling on Shafter Street. The noise level at the eastern property line, along the school fence line, was 59 dBA L_{dn}. Additional details about the noise measurement locations and data is included in Appendix E.

4.12.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5,24
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5,24
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5,24
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5,24
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,19
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

CEQA does not define what noise level increase would be considered substantial. The following criteria based on standards identified above in the CALGreen Code, General Plan, City Code, and City practice were used to evaluate the significance of environmental noise resulting from the project:

A substantial permanent noise increase would occur if the noise level increase resulting from the project (e.g., noise from project operations or project-generated traffic) is three dBA DNL or greater at noise-sensitive receptors, with an ambient noise level of 60 dBA DNL or greater. Where noise levels would remain at or below the normally acceptable noise level standard with the project, noise level increases of five dBA DNL or greater would be considered significant

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or City Code. A significant impact would be identified if the construction of the project would expose persons to excessive vibration levels. Ground-borne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in cosmetic damage to normal buildings.
- A significant impact would be identified if traffic generated by the project or project improvements/operations would substantially increase noise levels at sensitive receptors in

the vicinity. A substantial increase would occur if: a) the noise level increase is five dBA CNEL or greater, with a future noise level of less than the “normally acceptable” standard, or b) the noise level increase is three dBA CNEL or greater, with a future noise level equal to or greater than the “normally acceptable” standard.

- A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. Hourly average noise levels exceeding 60 dBA Leq, and the ambient by at least five dBA Leq, for a period of more than one year would constitute a significant temporary noise increase at adjacent residential land uses. Where noise from construction activities exceeds 70 dBA Leq and the ambient noise environment by at least 5 dBA Leq at commercial land uses in the project vicinity for a period exceeding one year, the impact would be considered significant.

As previously discussed in *Section 3.0*, the California Supreme Court issued an opinion in “CBIA vs. BAAQMD” holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project’s future users or residents. The ruling provided for several exceptions to the general rule where an analysis of the project on the project on the environment is warranted, including if the project is exposed to potential noise and safety impacts on the project occupants due to proximity to an airport (PRC 21096). Nevertheless, the City has policies and regulations (including those identified in *Section 4.12.1.3*) that address existing conditions affecting a proposed project, which are discussed below.

4.12.2.1 *Noise Impacts from the Project (Checklist Questions a, b, c, and d)*

Construction-Related Impacts

Construction-Related Vibration Impacts

To avoid structural damage, the DOT recommends a vibration limit of 0.5 in/sec PPV for buildings that are structurally sound and designed to modern engineering standards, which typically consist of buildings constructed since the 1990s. A conservative vibration limit of 0.3 in/sec PPV has been used for buildings that are found to be structurally sound but where structural damage is a major concern. For historical buildings or buildings that are documented to be structurally weakened, a conservative limit of 0.08 in/sec PPV is often used to provide the highest level of protection. This analysis assumes that buildings adjoining the site were constructed prior to the 1990s and are structurally sound. Therefore, ground-borne vibration levels exceeding the conservative 0.3 in/sec PPV limit would have the potential to result in a significant vibration impact.

Table 4.12-2 presents typical vibration levels that could be expected from construction equipment at distances of 25 feet and 60 feet. Construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may also potentially generate substantial vibration in the immediate vicinity. Erection of the building structure is not anticipated to be a source of substantial vibration with the exception of sporadic events such as dropping of heavy objects, which should be avoided to the extent possible. Pile driving is not anticipated as a method of construction. The nearest buildings to project site are residential structures located about 60 feet to the west of the site and Borel Middle School buildings 300 feet from the construction of the proposed fire station. At these distances, construction related vibration levels from all sources are calculated to be below the 0.3 in/sec PPV

impact threshold. Vibration levels would be lower at structures located further from construction.
(Less Than Significant Impact)

Construction-Related Noise Impacts

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. The proposed fire station is anticipated to be constructed over an approximate period of 16 months. Construction of the park improvements would begin after completion of the fire station building and is anticipated to take approximately six months. Noise would be generated primarily during the initial portion of the fire station construction period, as interior construction activities would not be anticipated to generate substantial noise. Construction of the park improvements would include phases such as grading, trenching and paving which do not incorporate use of heavy construction equipment.

The temporary construction noise impact would be considered significant if project construction activities exceeded 60 dBA L_{eq} at nearby residences or school uses or exceeded 70 dBA L_{eq} at nearby commercial land uses and exceeded the ambient noise environment by 5 dBA L_{eq} or more for a period longer than one year.

The closest residential receptors are located about 60 feet to the west of the site. The closest Borel Middle School buildings are 300 feet from the proposed fire station location and as close as 50 feet from the park portion.²⁹ At a distance of 60 feet from the proposed fire station, exterior noise levels from the construction would range from 74 to 86 dBA. At a distance of 200 feet from the proposed fire station, construction noise levels would continue to be above 70 dBA L_{eq} . The noise levels would also exceed ambient noise environment by at least 5 dBA L_{eq} occasionally during periods of heavy construction over a period greater than 12 months. Construction noise levels would exceed both the 60 dBA L_{eq} residential and 70 dBA L_{eq} commercial thresholds, as well exceed the ambient noise environment by at least five dBA L_{eq} for a period exceeding one year. During the construction of the park improvements, the closest school building would be exposed to noise levels of up to 84 dBA L_{eq} at 50 feet from the construction equipment.

Impact NOI-1: Construction of the project would result in substantial temporary increase in ambient noise levels at adjacent land uses. **(Significant Impact)**

Mitigation Measure: The project proposes to implement the following mitigation measure to reduce noise levels at adjacent land uses to a less than significant level:

MM NOI-1: The project shall implement the following construction best management practices:

²⁹ The existing school playground adjacent to the fire station site is anticipated to be under construction for a new gymnasium building during construction for the fire station and park improvements. Therefore, Fire Station construction is not anticipated to adversely affect outdoor areas of the school.

- Construction activities shall be conducted in accordance with the provisions of the City's General Plan and City Code, which limits temporary construction work between the hours of 7:00 AM and 6:00 PM Monday through Friday and between 8:00 AM to 5:00 PM on Saturdays. Construction is prohibited on Sundays and all City-observed holidays.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. Any enclosure openings or venting shall face away from sensitive receptors.
- Construction staging areas shall be established at locations that shall create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with nearby residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Businesses, residences, and other noise-sensitive land uses adjacent to the construction site shall be notified of the construction schedule in writing. Designate a "construction liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the

problem. Conspicuously post a telephone number for the liaison at the construction site.

The proposed fire station and park improvements, with implementation of the above mitigation measure, would reduce construction-related noise impacts to a less than significant level (**Less Than Significant Impact with Mitigation Incorporated**)

Operational Noise

Noise generating activities from the proposed fire station would include the sound of fire engines, as emergency vehicles leave and return to the station, the testing of engines and equipment during the morning and weekly testing routines, the intermittent testing and operation of the emergency generator, and increased vehicle traffic to and from the site.

Fire Apparatus Operation and Maintenance

The primary noise source associated with the normal daily activity at the fire station is the noise generated by the fire apparatus responding to emergencies as they exit and return to the station. While most emergency responses occur during the daytime hours when people are up and active, an emergency call can occur at any time during the day or night. Each emergency call would include the sound of trucks exiting the station and returning to the station after responding to the call. Sometimes, ancillary equipment is checked and tested after returning to the station. Emergency calls at night could result in sleep disturbance at nearby residences.

The proposed fire station would include one fire apparatus that would be started every morning during the commute hour for mandatory check. Minimal diagnostic maintenance would also occur during this check and would consist of activities such as pulling the engine out, tilting the cab, checking fluids, running the pump and emergency lights, and an air brake test. Noise measurements conducted at similar fire stations during the morning equipment checkout and weekly maintenance of equipment indicate that maximum noise levels at distance of 50 feet from the activity can reach 80 to 85 dBA. Noise levels ranging 70 to 84 dBA would be expected at the nearest residence to the west of the site on Shafter Street, approximately 60 feet from the fire station. Noise from the morning check and weekly maintenance would have the potential to elevate daytime traffic noise levels at this receptor, however, the operational time is not anticipated to substantially increase the day-night equivalent level. The City of San of San Mateo Municipal Code also exempts “any mechanical device, apparatus, or equipment used, related to, or connected with emergency machinery, vehicle, work, or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within 30 minutes in any hour of it being activated. For these reasons, fire apparatus operational noise is considered a less than significant noise impact. (**Less Than Significant Impact**)

Stationary Equipment Noise

The operation of the proposed fire station would include testing and maintenance of the proposed 250-gallon diesel emergency generator. The generator would be located in an enclosure southeast of the fire station building. Operation of this equipment during an emergency would be exempt from City noise limits. As part of the routine maintenance, the generator would be tested weekly for 60 minutes starting mid-day on Saturdays. Pursuant to San Mateo Municipal Code, emergency

equipment are exempt from quantitative noise limits contained in the code. The proposed park does not propose any use of mechanical equipment. **(Less Than Significant Impact)**

Project-Generated Traffic Noise

A significant impact would occur if the permanent noise level increase due to project-generated traffic would be three dBA L_{dn} or greater at noise sensitive receptors for existing levels exceeding 60 dBA L_{dn} , or five dBA L_{dn} or greater for existing levels at or below the 60 dBA L_{dn} . For reference, a three dBA L_{dn} noise increase would be expected if the project would double existing traffic volumes, and five dBA L_{dn} noise increase if the project would triple existing traffic volumes. The proposed project includes six parking spaces for the fire station staff, and does not include parking as part of the park improvements. As discussed further in *Section 4.16 Transportation/Traffic*, vehicle trips of the fire station staff and park users traveling to and from the site is expected to generate minimal trips, and therefore, would not make measurable contribution to traffic noise levels on the surrounding roadway network. The proposed park is intended to be a neighborhood park. Future park users would either walk/bike to the park, or use street parking. **(Less Than Significant Impact)**

4.12.2.2 *Noise Affecting the Project (Checklist Questions a, e, and f)*

Exterior and Interior Noise Effects

Exterior Noise Effects

The existing noise environment at the project site (up to 61 dBA L_{dn}) is consistent with the City's exterior noise goal of 65 dBA L_{dn} for public park uses. The future noise environment at the project site would primarily result from local traffic on Shafter Street and Borel Avenue. Based on noise measurements conducted at the site, the hourly average daytime noise levels at the site would range from 42 to 64 dBA L_{eq} , depending on the time of day and proximity to Shafter Street and SR-92. Therefore, noise levels throughout the project site would be consistent with the City's "normally acceptable" noise and land use compatibility goal of 65 dBA L_{dn} for public park uses.

Interior Noise Effects

The proposed fire station would include office spaces and dorms for the staff. Interior noise levels within commercial uses are required by the State to be maintained at or below 50 dBA $L_{eq}(1-hr)$ or less during hours of operation in rooms sensitive to noise. Exterior noise levels at the project site would be up to 64 dBA $L_{eq}(1-hr)$. Standard construction with windows open provides approximately 15 dBA of noise reduction in interior spaces. As a result, interior hourly average noise levels from would be up to 49 dBA $L_{eq}(1-hr)$, and compatible with the proposed uses.

Aircraft Noise

As discussed in *Section 4.8 Hazards and Hazardous Materials*, the project site is not located within the Airport Influence Area (AIA) or noise contour area of any nearby airports and, therefore, would not be impacted aircraft related noise. **(No Impact)**

4.12.2.3 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Construction and operation of public facilities (such as the fire station proposed) allowed under the text amendment could possibly impact nearby noise-sensitive receptors of these sites. The amount and location of additional public facilities is unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review and be subject to the federal, state, and local regulations listed above (DOT vibration impact assessment criteria, CALGreen, and General Plan Policies N1.2, 21, and N2.2), and any other applicable laws at the time when future development of public facilities is proposed to ensure noise and vibration impacts will be avoided, minimized, and/or properly mitigated a less than significant level. **(Less Than Significant Impact)**

4.12.3 Conclusion

The proposed fire station and park improvements, with implementation of mitigation measure MM NOI-1, would reduce noise and vibration related impacts to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would avoid, minimize, and/or mitigate noise and vibration related impacts to a less than significant level. **(Less Than Significant Impact)**

4.13 POPULATION AND HOUSING

4.13.1 Environmental Setting

4.13.1.1 *Regulatory Framework*

4.13.1.2 *Existing Conditions*

According to the California Department of Finance, the City had a population of approximately 104,490 residents as of January 1, 2018.³⁰ Association of Bay Area Governments (ABAG) projects the City's population will be 126,000 by 2040.³¹

4.13.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5, 25
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

4.13.2.1 *Impacts to Population and Housing (Checklist Questions a, b, and c)*

The proposed project site is designated as *Parks/Open Space* with an OS zoning, which does not allow residential uses. The project site is undeveloped and does not propose residential uses. The proposed park improvements would increase the use of the site, but would serve the existing neighborhood and would not indirectly induce growth in the area. The proposed fire station would replace the existing Fire Station 25 and maintain the same number of staff and fire apparatus. The fire station would not increase fire services beyond what currently exists. For these reasons, the proposed fire station and park improvements would not have significant impacts on the City's population and housing. **(No Impact)**

4.13.2.2 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Construction and operation of public facilities (such as the fire station proposed) allowed under the text amendment would occur on undeveloped sites such as the proposed project

³⁰ California Department of Finance. "E-6 City/County Population and Housing Estimates." Accessed: June 28, 2018. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>.

³¹ Association of Bay Area Governments. *Plan Bay Area: Projections 2013*. December 2013.

site, and would not include or displace residential uses. Possible future public facilities on *Parks/Open Space* designated sites would not induce substantial population growth or displace housing or people. Pursuant to General Plan policies LU 1.1 and C/OS 13.2, the City is required to construct and maintain adequate public services to serve existing and planned growth in the City. The amount, location, and type of additional public facilities are unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review and be subject to the federal, state, and local regulations to ensure the public facilities proposed are needed to serve the City's existing and planned demands. **(Less Than Significant Impact)**

4.13.3 Conclusion

The proposed fire station and park improvements would not have direct or indirect impacts to the City's population and housing growth. **(No Impact)**

The proposed General Plan text amendment would not significantly induce the City's population and housing growth directly or indirectly or displace housing or people. **(Less Than Significant Impact)**

4.14 PUBLIC SERVICES

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

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 1.1	Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.
LU 4.3	Encourage active, healthy lifestyles, by promoting pedestrian and bicycle connectivity between civic facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities, and utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.
LU 4.11	Maintain a high level of service by modernizing Fire Stations. Provide new stations and improvements to existing stations and training facilities to meet equipment, staffing, and training requirements, as well as, Essential Service Building Requirement.
LU 4.20	Maintain the highest level of medical emergency readiness and response capabilities possible by encouraging inter-agency medical drills and exercises when hospital personnel work with emergency responders in the field and with Emergency Operation Centers and by encouraging citizens to become trained in basic medical triage and first aid through the Community Emergency Response Team (CERT).
LU 4.24	Maintain fire inspection staffing levels to meet existing needs and the projected 2025 population, employment and development, and inspections mandated by other governmental agencies.
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element.
LU 6A.1	The City shall not approve any specific plan, rezoning, permit, subdivision, variance, or other land use permit which is not consistent with and does not implement the General Plan. Specific Plan and zoning ordinances were amended so as to conform to the General Plan by the end of 1992.
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.

Policies	Description
C/OS 12.3	Create an asset management plan that identifies the highest and best use of undeveloped parcels or underutilized areas within existing parks to insure they are best positioned to meet current and future needs and where appropriate, identify options for alternative uses.
C/OS 12.7	Preserve existing parklands, open spaces and the golf course for open space and recreational use as directed by ordinance.
C/OS 13.1	Maintain the park system by a set of maintenance standards that reflect community values and in a manner that maintains, promotes, and optimizes positive use, and prevents degradation of facilities and ensures that particular equipment and facilities are maintained in a safe condition.
C/OS 13.2	Give priority to Capital Improvement Program projects that rehabilitate facilities that have become or will become costly to maintain, only marginally usable, or unusable without action.
C/OS 13.3	When existing parks undergo reconstruction or rehabilitation the site facilities and layout must be reviewed to determine if they effectively meet community needs, and whether modification would provide significant benefits in relation to costs.
C/OS 13.4	Utilize an infrastructure lifecycle management program that extends the useful life of all park and recreation assets and insures that sufficient funds are available for replacement or major rehabilitation.
C/OS 13.7	Establish management and operating practices that are environmentally, socially and economically sustainable.
C/OS 14.9	Establish principles for all new or renovated parks to maximize productivity, efficiency and community value.
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.

4.14.1.2 *Existing Conditions*

Fire Protection

The San Mateo Fire Department (SMFD) provides fire protection services in the City of San Mateo. The department operates six fire stations, including 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 the existing Station 25, which is approximately 0.2 miles northwest of the site.

The SMFD has approximately 90 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, seven fire captains, and 15 firefighter/paramedics operating out of six fire stations. 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 8,000 emergencies calls annually. The SMFD response time to 90 percent of the calls is typically six minutes.

The San Mateo Fire Department reviews applications for new projects to ensure that they comply with the City's current codes and standards.

Police Service

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, approximately 1.6 miles southeast of the project site.

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 (comprised of 14 elementary schools [K-5th grade], five middle schools [6-8th grades], one combined elementary and middle school [K-8th grade]) in the cities of San Mateo and Foster City. The San Mateo Union High School District operates seven high schools, one continuation school, and one adult school in the cities of San Mateo, Burlingame, San Bruno, and Millbrae. The nearest school from the project site is Borel Middle School, adjacent to the east of the site.

Parks and Recreation

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 project site, commonly known as Borel Park, is an undeveloped site with informal recreational uses including an unpaved pathway, garden, and seating bench.

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.

4.14.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project					
a) 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:					
- Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3
- Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
- Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
- Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
- Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3

4.14.2.1 *Fire Protection Impacts*

The proposed project includes the development of a new fire station to replace the existing Fire Station 25 located at 545 Barneson Avenue. The existing Fire station does not meet current standards for operation of a fire station. The proposed fire station would be consistent with General Plan policies LU 1.1 by constructing a fire station to support existing and planned growth in the City; LU 4.3 by locating the fire station in a non-hazard zone (i.e., flood zone, fire hazard zone, geologic hazard zone); LU 4.11 by redeveloping and replacing an existing facility that would be constructed in conformance with current Fire Code standards, be ADA compliant, and meet essential service building requirement; LU 4.20 by maintaining the same number of staff and apparatus to maintain medical emergency readiness; LU 4.20 by including security gates at both entrances on Shafter Street and Borel Avenue; C/OS 13.7 by conforming to the City's CAP and installing solar panels and achieve a minimum of 75 GreenPoint Rated (GPR), and C/OS 14.10 by undergoing the SPAR process to ensure its design is compatible with its surrounding land uses. The existing Fire Station 25 would continue to operate until the proposed fire station is constructed. Construction of the proposed fire station would not temporarily cease fire protection services in the project area. **(No Impact)**

4.14.2.2 *Police Protection Impacts*

SMPD currently provides services to the project area including the project site, and would continue to do so with the proposed project. The proposed fire station includes security gates at both entrances on Shafter Street and Borel Avenue, and would install two stop signs at the intersection of Borel Avenue and Shafter Street to improve traffic operational safety. The proposed park improvements would not include restrooms for potential loitering, and would include security lighting on the park to discourage people from using the park during nighttime. The proposed fire station and park improvements would be reviewed by the SMPD to ensure all appropriate safety

features are included in the project design to minimize criminal activity. For these reasons, the proposed project would not substantially impact police protection services that would result in the need for new or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives. **(Less Than Significant Impact)**

4.14.2.3 *School Impacts*

The proposed project does not propose residential uses that would increase student enrollment. The proposed project is located adjacent to Borel Middle School. As discussed in *Section 4.12 Noise and Vibration*, the operation of the fire station, including equipment maintenance, training, and fire apparatus leaving and returning to the site, would not interfere with the operation of the school, or exceed exterior and/or interior noise standards for school uses. **(Less Than Significant Impact)**

4.14.2.4 *Parks and Recreation Impacts*

The proposed park improvements are consistent with General Plan policy LU 4.3 by including a sidewalk along the project frontage and improving access to the site; LU 4.30 by not including restrooms and include security lighting onsite; LU 4.33 by storing and using fertilizers and/or herbicides in accordance with federal, state, and local requirements, C/OS 12.1 and C/OS 12.3 by making improvements to an underutilized park site with different recreational features (i.e., playgrounds, seating areas, paved pathways); C/OS 12.2, 13.1, 13.3, and 14.10 by undergoing the SPAR process and designing the park consistent with City's standards and design guidelines; C/OS 12.7 by preserving the existing site as a park; and C/OS 13.7 by including drought tolerant landscaping and complying with MRP requirements. While the proposed fire station would take up a portion of the project site and decrease the size for the park improvements, the land use designation of the project site would remain as *Parks/Open Space* in the General Plan. In addition, as discussed throughout this Initial Study, the operation of the proposed fire station would be compatible with the proposed park. **(Less Than Significant Impact)**

4.14.2.5 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Development of public facilities (such as the fire station proposed) allowed under the text amendment would occur on undeveloped sites such as the proposed project site, and would take up portions of the land that could be developed into a formal park. While the amount, location, and type of additional public facilities are unknown at this time, a review of the City's existing undeveloped *Parks/Open Space* designated lands indicates there are two undeveloped sites (Dale Park and Laguna Vista Park) that are less than two acres, approximately the same size as the proposed project site.³² According to the San Mateo General Plan EIR, buildout of the General Plan could require additional fire and law enforcement staff and equipment/facilities to adequately serve the projected development.³³ It is likely future public facilities proposed would be either a fire station or police station on these two undeveloped *Parks/Open Space* sites. Pursuant to General Plan policy C/OS 12.7, the City should preserve existing parklands and not allow uses that would interfere with the implementation of the General Plan. While the text amendment would potentially reduce

³² Blondino, Mike. Parks and Landscape Manager, City of San Mateo Parks. Personal Communication. May 7, 2018.

³³ City of San Mateo. *2030 General Plan EIR*. July 2009. Pages 4.11-6 and 4.11-11.

usable parks space for the undeveloped park sites, the General Plan designation would remain the same as *Parks/Open Space*.

The proposed text amendment would be consistent with the LU 6A.1 by allowing development of public facilities that would help serve the existing and planned growth in the General Plan, and would make the existing OS zoning consistent with the General Plan, since public facility is currently a permitted use with a special use permit. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review and be subject to the federal, state, and local regulations to ensure the public facilities proposed are needed to serve the City's existing and planned demands, and would not significantly reduce usable park space. **(Less Than Significant Impact)**

4.14.3 Conclusion

The proposed fire station and park improvements are improvements to public facilities and would not adversely impact public facilities such that new or expansion of public facilities is needed. **(Less Than Significant Impact)**

The proposed General Plan text amendment would not significantly impact public facilities, including recreational facilities where acquisition of additional park space would be needed. **(Less Than Significant Impact)**

4.15 RECREATION

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

San Mateo General Plan

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

Policies	Description
LU 1.1	Plan for land uses, population density, and land use intensity as shown on the Land Use, Height and Building Intensity and City Image Plans for the entire planning area. Design the circulation system and infrastructure to provide capacity for the total development expected in 2030. Review projections annually and adjust infrastructure and circulation requirements as required if actual growth varies significantly from that projected.
LU 4.3	Encourage active, healthy lifestyles, by promoting pedestrian and bicycle connectivity between civic facilities. Avoid locating critical facilities, such as hospitals, schools, fire, police, emergency service facilities, and utilities in areas subject to slope failure, flooding and other hazards as identified in the Safety Element, where feasible.
LU 4.30	Require all developments including parks and public places to incorporate physical security, personal safety, and traffic measures to provide a safe environment through application of crime prevention through design principles consistent with the City's Security Ordinance.
LU 4.33	Manage toxic and hazardous wastes by following the goals and policies contained in the Safety Element.
LU 6A.1	The City shall not approve any specific plan, rezoning, permit, subdivision, variance, or other land use permit which is not consistent with and does not implement the General Plan. Specific Plan and zoning ordinances were amended so as to conform to the General Plan by the end of 1992.
C/OS 12.1	Provide the appropriate mix of parkland that balances the needs of active and passive facilities, that are accessible for all residents, and that meet existing and future recreation needs.
C/OS 12.2	Adopt and use the Park and Recreation Facility Standards to assess the adequacy of existing facilities, designing, developing and redeveloping sites, and acquiring or accepting new sites.
C/OS 12.3	Create an asset management plan that identifies the highest and best use of undeveloped parcels or underutilized areas within existing parks to insure they are best positioned to meet current and future needs and where appropriate, identify options for alternative uses.
C/OS 12.7	Preserve existing parklands, open spaces and the golf course for open space and recreational use as directed by ordinance.
C/OS 13.1	Maintain the park system by a set of maintenance standards that reflect community values and in a manner that maintains, promotes, and optimizes positive use, and prevents degradation of facilities and ensures that particular equipment and facilities are maintained in a safe condition.

Policies	Description
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 13.7	Establish management and operating practices that are environmentally, socially and economically sustainable.
C/OS 14.9	Establish principles for all new or renovated parks to maximize productivity, efficiency and community value.
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.

4.15.1.2 *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 project site, commonly known as Borel Park, is an undeveloped site with informal recreational uses including an unpaved pathway, garden, and seating bench.

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.

4.15.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3

4.15.2.1 *Parks and Recreation Impacts (Checklist Questions a and b)*

The project includes the improvement of a 50,000-square foot portion of an existing park site. The project site is currently used as an informal park. The proposed park improvements would enhance and encourage the use of the existing park site and help alleviate use of other existing parks. As discussed in *Section 4.14.2.1 Public Services*, the proposed park improvements are consistent with General Plan policy LU 4.3 by including a sidewalk along the project frontage and improving access to the site; LU 4.30 by not including restrooms and include security lighting onsite; LU 4.33 by storing and using fertilizers and/or herbicides in accordance with federal, state, and local requirements, C/OS 12.1 and C/OS 12.3 by making improvements to an underutilized park site with different recreational features (i.e., playgrounds, seating areas, paved pathways); C/OS 12.2, 13.1, 13.3, and 14.10 by undergoing the SPAR process and designing the park consistent with City's standards and design guidelines; C/OS 12.7 by preserving the existing site as a park; and C/OS 13.7 by including drought tolerant landscaping and complying with MRP requirements. The environmental impacts of the proposed park improvements are discussed throughout this Initial Study and the analysis concludes that the construction would be reduced to a less than significant level with implementation of standard measure SM AIR-1 and mitigation measure MM AIR-1. **(Less Than Significant Impact with Mitigation Incorporated)**

4.15.2.2 *General Plan Text Amendment*

As discussed in *Section 4.14.2.1 Public Services*, the proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Development of public facilities (such as the fire station proposed) allowed under the text amendment would occur on undeveloped sites such as the proposed project site, which would take up portions of the land that could be developed into a formal park. While the amount, location, and type of additional public facilities are unknown at this time, a review of the City's existing undeveloped *Parks/Open Space* designated lands indicates there are two undeveloped sites (Dale Park and Laguna Vista Park) that are both less than two acres, approximately the same size as the proposed project site.³⁴ According to the San Mateo General Plan EIR, buildout of the General Plan could require additional fire and law enforcement staff and equipment/facilities to adequately serve the projected development.³⁵ It is likely future public facilities proposed would be either a fire station or police station on these two undeveloped *Parks/Open Space* sites. Pursuant to General Plan policy C/OS 12.7, the City should preserve existing parklands and not allow uses that would interfere with the implementation of the General Plan. While the text amendment would reduce usable park space on the undeveloped park sites, it is most likely to be limited to the two undeveloped sites described above.

³⁴ Blondino, Mike. Parks and Landscape Manager, City of San Mateo Parks. Personal Communication. May 7, 2018.

³⁵ City of San Mateo. *2030 General Plan EIR*. July 2009. Pages 4.11-6 and 4.11-11.

The proposed text amendment would be consistent with the LU 6A.1 by allowing development of public facilities that would help serve the existing and planned growth in the General Plan, and would make the existing OS zoning consistent with the General Plan, since public facility is currently a permitted use with a special use permit. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review and be subject to the federal, state, and local regulations to ensure the public facilities proposed are needed to serve the City's existing and planned demands, and would not significantly reduce usable park space. **(Less Than Significant Impact)**

4.15.3 Conclusion

The proposed project includes improvements to a park site and would not adversely impact parks and recreational facilities such that new or expansion of these facilities offsite is needed; and would implement standard measure SM AIR-1 and mitigation measure MM AIR-1 to reduce construction of the park improvements to a less than significant level. **(Less Than Significant Impact)**

The proposed General Plan text amendment would not significantly impacts parks and recreational facilities where acquisition of additional park space is needed. **(Less Than Significant Impact)**

4.16 TRANSPORTATION/TRAFFIC

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

City/County Association of Governments of San Mateo County

C/CAG of San Mateo County has been designated as the Congestion Management Agency (CMP) to address San Mateo's unique transportation issues. C/CAG is responsible for programming funding for all transportation programs in San Mateo County. The C/CAG Board includes representations from each city and town of San Mateo County. C/CAG deals with issues that affect the quality of life in general: transportation, air quality, stormwater runoff, hazardous waste, solid waste and recycling, land use near airports, and abandoned vehicle abatement.

San Mateo County General Plan

Applicable General Plan policies related to transportation/traffic include, but are not limited to, the following listed below.

Policies	Description
C 2.1	Maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all intersections within the City.
C 2.4	Require new developments to pay for on-site improvements to meet the needs of development and their proportionate share of the costs for mitigating cumulative traffic impacts within the City of San Mateo. Utilize a Transportation Fee Ordinance to finance necessary off-site improvements equitably. The off-site improvements will include intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures.
C 4.5	Continue to require as a condition of development project approval the provision of sidewalks and wheelchair ramps where lacking and the repair or replacement of damaged sidewalks. Require that utility poles, signs, street lights, and street landscaping on sidewalks be placed and maintained to permit wheelchair access and pedestrian use. Increase awareness of existing trails and routes by promoting these amenities to residents.
C 4.6	Continue to assess and improve wheelchair access throughout the City. Install wheelchair ramps or take other corrective measures where most needed in accordance with the established Citywide Wheelchair Program.
C 4.7	Pedestrian safety shall be made a priority in the design of intersection and other roadway improvements.

4.16.1.2 *Existing Conditions*

The project site is currently undeveloped and does not contain vehicular access to the site. The project site is bounded by Borel Avenue to the south, Shafter Street to the east, and Barneson Avenue to the north. There are sidewalks on the Barneson Avenue and Borel Avenue frontage. SR-92 is approximately 0.07 miles south of the project site. The nearest bus stop is located at Barneson Avenue serving SamTrans Bus Route 295.

4.16.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,26
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,26, 27
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,19
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,5
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3

4.16.2.1 *Consistency with General Plan (Checklist Questions a and f)*

The proposed fire station and park improvements are consistent with the General Plan policies C 4.5, C 4.6, and C 4.7 by installing a sidewalk on the project frontage on Borel Avenue and completing the sidewalk connection on the entire project frontage, which would be ADA compliant. There is an

existing SamTrans Bus Route 295 bus stop adjacent to the site on Barneson Avenue. The sidewalks on the project frontages would allow pedestrian access to the site. No parking is proposed as part of the park improvements, and all park users would either bike/walk to the site, or park on the streets to access the site. The project is also consistent with General Plan policy C 2.4 by installing two stop signs at the intersection of Borel Avenue and Shafter Street. There is currently one stop sign at the three-way intersection and the proposed installation of the two stop signs would make the intersection have stop signs on all approaches. For these reasons, the proposed project is consistent with applicable General Plan policies. In addition, the project would not include any changes to adjacent roadways or intersections. Thus, the project would not decrease the performance or safety of transit, bicycle, or pedestrian facilities. **(Less Than Significant Impact)**

4.16.2.2 *Consistency with CMP (Checklist Question b)*

A transportation impact analysis is required when a project generates 100 or more net new peak hour (AM or PM peak hour) trips.³⁶ Based on the shift schedule described in *Section 3.1.1.4*, shift changes occur at 8:00 AM. The fire station would have six staff total during shift change. The off-going shift would typically be gone by 8:30 AM. During the AM peak hour (7:00 to 9:00 AM), the proposed fire station would generate fewer than 100 net new peak hour trips. Since the 24-hour shift changes in the morning, the fire station would not generate PM peak hour trips. The existing Fire Station 25 receives approximately three emergency calls for service per day, and that is expected to be the same for the proposed fire station.³⁷

The proposed park would be approximately 50,000 square feet and is intended to be used as a neighborhood park. Traffic generated from the proposed park improvements would be minimal, especially during the AM or PM peak hour, since park users typically use the facility outside of those hours.

For these reasons, the proposed project is not expected to generate more than 100 AM or PM peak hour trips and, therefore, would not result in a significant impact to the roadway system under CMP definitions. **(Less Than Significant Impact)**

4.16.2.3 *Impacts to Air Traffic Patterns (Checklist Question c)*

As discussed in *Section 4.8 Hazards and Hazardous Materials*, the project site is not located within the AIA of any nearby airports, and is not located near a private airstrip. For these reasons, the project would not impact air traffic patterns. **(No Impact)**

4.16.2.4 *Design Hazards and Impacts to Emergency Access (Checklist Question d and e)*

As discussed previously, the adjacent Borel Middle School proposes to construct a gym adjacent to the proposed fire station. As part of the school project, a new driveway to the school would be constructed on Borel Avenue south of the proposed gym. Access to the fire station would be from Borel Avenue and Shafter Street. As described in *Section 3.1.1.3*, access for the fire apparatus is proposed via a one-way drive through path, exiting the engine bay onto the Borel/Shafter Street intersection, and returning via the driveway on Borel Street. Staff parking would be accessed from

³⁶ City/County Association of Governments. *Congestion Management Program*. 2017. P. 42.

³⁷ Wu, Steve. City of San Mateo Public Works Department. Personal Communication. May 7, 2018.

Shafter Street. The proposed project would install two stop signs at the intersection of Borel Avenue and Shafter Street, forming a full three-way stop. The final design of the fire station shall be reviewed by Public Works Department to ensure the project's design safety and compatibility with the surrounding uses, including Borel Middle School. For these reasons, the proposed project would not result in design hazards or impacts to emergency access. **(Less Than Significant Impact)**

4.16.2.5 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Construction and operation of public facilities (such as the fire station proposed) allowed under the text amendment would occur on undeveloped sites such as the proposed project site. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review and be subject to the federal, state, and local regulations, such as preparing a transportation impact assessment (TIA) to ensure the public facilities proposed would avoid, reduce, or mitigate their impacts on the roadway network. **(Less Than Significant Impact)**

4.16.3 Conclusion

The proposed project would result in significant traffic/transportation impacts. **(Less Than Significant Impact)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would avoid, minimize, and/or mitigate traffic/transportation impacts to a less than significant level. **(Less Than Significant Impact)**

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

San Mateo County General Plan

Applicable General Plan policies related to utilities and service systems include, but are not limited to, the following listed below.

Policies	Description
LU 4.4	Seek to ensure a safe and predictable water system for existing and future development by taking the following actions: <ol style="list-style-type: none">1. As a high priority, work with California Water Company and Estero Municipal Improvement District and adjacent jurisdictions to develop supplemental water sources and conservation efforts.2. Strongly encourage water conservation by implementing pro-active water conservation methods, including requiring all new development to install low volume flush toilets, low-flow shower heads, and utilize drip irrigation while promoting high-efficiency washing machines and establishing an education program to improve water conservation practices.3. Investigate the feasibility of developing reclaimed water facilities or ground water or treating stormwater runoff that will enable reuse of water for irrigation purposes, freeing comparable potable water supplies for other uses.
LU 4.7	Provide a sewer system which safely and efficiently conveys sewage to the waste water treatment plant. Implement the Sewer System Management Plan (SSMP) to ensure proper maintenance, operations and management all parts of the wastewater collection system.
LU 4.16	Seek to ensure adequate gas, electric, and communication system to serve existing and future needs while minimizing impacts and existing and future residents by taking the following actions: <ol style="list-style-type: none">1. Underground electrical and communication transmission and distribution lines in residential and commercial areas as funds permit.2. Require all new developments to underground lines and provide underground connections when feasible.3. Balance the need for cellular coverage with the desire to minimize visual impacts of cellular facilities, antennas, and equipment shelters.
LU 4.28	Seek to ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver a minimum fire hydrant flow of 2,500 gallons per minute to all areas of the City, except where a lesser flow is acceptable as determined by the Fire Chief. Ensure that new development does not demand a fire flow in excess of that available.
LU 4.31	Continue to support programs to reduce solid waste materials in landfill areas in accordance with State requirements.
LU 4.32	Support programs to recycle solid waste in compliance with State requirements. Require provisions for onsite recycling for all new development.

Policies	Description
LU 8.5	<p>Implement actions to achieve Goal 8e. Potential supportive actions include:</p> <ol style="list-style-type: none"> 1. Increase costs for residential and commercial waste collection and use increased waste collection revenue to provide waste reduction incentives. 2. Mandate recycling. 3. Require modifications within existing buildings to accommodate recycling bins. 4. Require mandatory segregation of recyclables for all public (on-street, parks, public buildings) waste collection. 5. Set aggressive waste reduction goals for all new development. 6. Provide expanded waste reduction outreach and support for local businesses and residential customers. 7. Support backyard composting while maintaining public health safeguards.

4.17.1.2 *Existing Conditions*

Water Service and Supply

The California Water Service Company (CalWater) is the water service provider for the project area. The City of San Mateo is located within Cal Water's Mid-Peninsula District. Cal Water's 2015 Urban Water Management Plan (UWMP) forecasts that water supplies will be available to meet the City's projected future water demands during normal and wet years until 2040, based on general population growth estimates and supplier projections. During single- and multiple-drought years, the City expects reductions in available supply from the San Francisco Public Utilities Commission (SFPUC). This decrease in imported water is anticipated to be made up through implementation of drought-year water conservation measures.

The Mid-Peninsula District's water use per capita target for 2015 was 129 gallons per capita per day (gpcd) and its 2020 target is 124 gpcd. In 2015, the Mid-Peninsula (San Mateo and San Carlos) system's customer demand was 85 gpcd, which meets District's goal set for both 2015 and 2020. Additionally, Cal Water has developed a water shortage contingency plan consisting of a four-stage rationing plan that includes both voluntary and mandatory measures. The measures include public information campaign, public school educational programs, changes to water rates and mandatory reductions in water use.

Wastewater/Sanitary Sewer System

The City of San Mateo Department of Public Works (DPW) Environmental Services Division provides oversight of the City's sanitary sewer collection system, including Wastewater Treatment Plant (WWTP) serving more than 130,000 people, 236 miles of collection system mainlines, 5,555 manholes, and 25 sewer lift stations. San Mateo's WWTP is a jointly owned facility. San Mateo owns approximately 75 percent and Foster City owns approximately 25 percent of the facility. San Mateo's 75 percent facility ownership is jointly used by San Mateo and four partners which include: the Town of Hillsborough (4.1 percent), Crystal Springs County Sanitation District (five percent), the County of San Mateo (0.4 percent), and the City of San Mateo (65.5 percent).

Wastewater is collected by the City's sanitary sewer system and is conveyed to the WWTP for

treatment and disposal. The San Mateo WWTP has an average dry weather (ADWF) design capacity of 15.7 million gallons per day (mgd) and a peak wet weather capacity of approximately 40 mgd.³⁸ The current ADWF is approximately 11.6 mgd. The ADWF is expected to increase directly with the increase in population within the service area, resulting in an ADWF of 13.9 mgd by the year 2035. The influent loadings are expected to increase similarly. Therefore, expansion of permitted capacity for dry conditions is not needed over the 20 year planning period.³⁹

The project site is currently undeveloped and is not connected to the sanitary sewer system. Nearby sanitary sewer lines include an existing 15-inch sanitary sewer line on Borel Avenue.

Storm Drainage

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City. Stormwater from the site typically flows into the City's existing storm drains in Borel Avenue and Barneson Avenue, which convey stormwater flows to the City's stormwater system. The project site is within the 19th Avenue drain basin, which drains directly to the San Francisco Bay. The City's storm drain system has sufficient capacity to accommodate storm drainage from the existing site.

Solid Waste

Solid waste collection and recycling services for residents and businesses in San Mateo are provided by Recology San Mateo County. Once collected, solid waste and recyclables are transported to the Shoreway Environmental Center for sorting. After the solid waste is collected and sorted at the San Carlos Transfer Station, non-recyclable wastes is transported to the Los Trancos (Ox Mountain) Landfill, located in Half Moon Bay. The Ox Mountain landfill is permitted by the CalRecycle to receive 13,326 cubic yards per day or 4.9 million cubic yards per year. The landfill's maximum capacity is 69 million cubic yards. The remaining capacity at this facility (as of December 2015) was 22,180,000 cubic yards.⁴⁰ The facility remains active and the City is working on extending the existing contract that expires at the end of 2019. Prior to the landfill reaching its capacity, either Los Trancos Canyon is anticipated to be expanded further or nearby Apanolio Canyon will be opened for fill. The City will implement programs to reduce solid waste materials in landfill areas, which would ensure continued compliance with state requirements.

³⁸ California Regional Water Quality Control Board San Francisco Bay Region. *Administrative Liability for City of San Mateo, San Mateo County*. Order No. R2-2009-0015. 2009.

³⁹ City of San Mateo. Estero Municipal Improvement District. *Wastewater Treatment Plant. 20-year Master Plan (2035)*. August 2013.

⁴⁰ CalRecycle. "Facility/Site Summary Details: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002)." Accessed: July 6, 2018. Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/41-AA-0002/Detail/>.

4.17.2 Checklist and Discussion of Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,28
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,10
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,10
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,10, 29
g) Comply with federal, state, and local statutes and regulations related to solid waste.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,30

4.17.2.1 *Water Service Impacts (Checklist Question b and d)*

The project site is currently connected to the water service system for irrigation of the existing garden. The proposed park improvements would install irrigation systems for the landscaping area. The water demand for the proposed park is estimated to be 3,754 gallons per day (gpd). These CalEEMod estimations are conservative and do not account for the water conservation measures discussed in *Section 4.7 Greenhouse Gas Emissions*.

The CalEEMod model estimated water demand for the proposed fire station to be 4,345 gpd (2,694 gpd indoor and 1,651 gpd outdoor).⁴¹ The project proposes to connect to the existing eight-inch water line in Shafter Street.

⁴¹ Illingworth Rodkin, Inc. *San Mateo Fire Station 25 and Borel Park Project Air Quality Assessment*. June 28, 2018. Attachment 2: CalEEMod Modeling Output.

While the project would result in an increase in water demand/usage at the undeveloped site, the water use would be transferred from the existing Fire Station 25 to the proposed fire station. In addition, the proposed fire station would be constructed in conformance with 2016 Title 24 California Energy Code requirements, achieve a minimum of 75 GPR, and include drought tolerant landscaping, and comply with the Water Conservation in Landscaping Ordinance. For these reasons, the project would not exceed available or projected water supplies, and would have a less than significant effect on water services. The project will not require construction of new or expanded water supply facilities other than the installation of water lines included in the project. **(Less Than Significant Impact)**

4.17.2.2 *Wastewater Services Impacts (Checklist Questions a, b, and e)*

The proposed project is the replacement of an existing fire station at a nearby location. The proposed fire station is estimated to generate a total of approximately 2,290 gpd of wastewater.⁴² The proposed fire station would connect to the existing 15-inch sanitary sewer line in Borel Avenue. While a greater quantity of wastewater would be generated at the site than is generated by existing uses, it would not generate an overall increase in wastewater treated at the City's WWTP and the existing sanitary sewer mains, and will not require the construction of new wastewater treatment facilities or the expansion of existing facilities. The proposed park would not include restrooms that require connection to the City's sanitary sewer system. **(Less Than Significant Impact)**

4.17.2.3 *Storm Drainage Impacts (Checklist Question c)*

The City of San Mateo Public Works Department operates and maintains the storm drainage system in the City. As discussed in *Section 3.10, Hydrology and Water Quality*, the project site is currently mostly pervious and the proposed project would create 20,343 square feet of impervious surfaces, approximately 30 percent of the project site.

While the proposed project would create impervious surfaces onsite and increase stormwater runoff, the project proposes to install 6,382 square feet of bioretention area as part of the proposed fire station landscaping area. The proposed project would also comply with SMPPP and MRP/C.3 requirements. For these reasons, the proposed project would not generate significant volumes of stormwater runoff into the existing storm drain system, and would not exceed the capacity of the City's existing storm water drainage system. **(Less Than Significant Impact)**

4.17.2.4 *Solid Waste Impacts (Checklist Questions f and g)*

Construction waste would be generated during construction activities. At least 50 percent of this construction waste will be recycled, in compliance with the City's Construction and Demolition Debris Ordinance. Through recycling measures, the proposed project will not adversely affect the City's compliance with the waste diversion requirements under state law.

Since the proposed fire station is the replacement of an existing fire station at a nearby location, it would not result in the overall increase in solid waste generated. The proposed fire station is

⁴² Based on the general assumption that wastewater generated is 85 percent of a site's water use.

estimated to generate approximately 25 pounds of waste per day, and 0.5 pounds per day for the proposed park.⁴³

The City of San Mateo has secured landfill disposal capacity for the City's solid waste until the end of 2019 at Ox Mountain Landfill, and is currently working on extending its existing contract. Prior to the landfill reaching its capacity, either Los Trancos Canyon will be expanded further or nearby Apanolio Canyon will be opened for fill. The City will implement programs to reduce solid waste materials in landfill areas. The City's landfill diversion rate is approximately 73 percent;⁴⁴ hence, more than half of all waste produced in the City is sent to recycling or composting instead of the landfill. The proposed fire station and park improvements would not result in significant generation of solid waste to the Ox Mountain Landfill, or be served by a landfill without sufficient capacity. **(Less Than Significant Impact)**

4.17.2.5 *General Plan Text Amendment*

The proposed General Plan text amendment would allow public facility uses on land designated as *Parks/Open Space*. Development of public facilities (such as the fire station proposed) allowed under the text amendment would occur on undeveloped sites such as the proposed project site. The amount, location, and type of additional public facilities are unknown at this time. Future public facilities planned to be developed within the *Parks/Open Space* would be subject to their own site specific environmental review and be subject to the federal, state, and local regulations (such as City of San Mateo's Green Building Codes, Water Conservation in Landscaping Ordinance, and Cal Water's Water Shortage Contingency Plan, and General Plan policies listed in Section 4.17.1.1) to ensure the public facilities would not require expansion of other public facilities. **(Less Than Significant Impact)**

4.17.3 Conclusion

The proposed fire station and park improvements would not result in significant impacts to utility and service systems. **(Less Than Significant Impact)**

Potential future development allowed by the proposed General Plan text amendment, with compliance of all applicable regulations and policies, would reduce utilities and service system impacts to a less than significant level. **(Less Than Significant Impact)**

⁴³ Illingworth Rodkin, Inc. *San Mateo Fire Station 25 and Borel Park Project Air Quality Assessment*. June 28, 2018. Attachment 2: CalEEMod Modeling Output.

⁴⁴ City of San Mateo. *Recycling, Compost and Garbage*. Accessed: July 6, 2018. Available at: <http://www.cityofsanmateo.org/index.aspx?NID=2076>.

4.18

MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-32
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-32
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-32

4.18.1 Project Impacts

As discussed in the individual environmental resource sections, the proposed project would not 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-1.1 to-1.4 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 on site.

Implementation of mitigation measures MM CUL-1.1 and MM CUL-1.2 would avoid and/or reduce impacts to cultural resources (if present) to a less than significant level. **(Less Than Significant Impact with Mitigation Incorporated)**

4.18.2 Cumulative Impacts

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 project would not impact agricultural and forestry resources, geology and soils, or mineral resources; therefore, the project would not contribute to cumulative impacts to those resources. The project's potential impacts to cultural resources and hazardous materials are specific to the site and, therefore, would not contribute to significant cumulative impacts to those resources. The project would generate fewer than 100 AM or PM peak hour trips and is, therefore, considered to have a less than significant project and cumulative impact on the roadway network.

The cumulative air quality, biological resources, greenhouse gas, hydrology and water quality, land use, traffic-related noise, population and housing, public services, recreation, and utilities and service systems (specifically water supply and landfill capacity) impacts from the buildout of the General Plan were disclosed as less than cumulatively considerable in the certified General Plan EIR.⁴⁵ The project's contribution to those significant cumulative impacts is not considered cumulatively considerable, given the substantially greater contribution and impacts from larger cumulative projects.

The San Mateo-Foster City School District recently approved construction of new classrooms and a gym at the adjacent Borel Middle School. The proposed project and Borel Middle School project could result in cumulative aesthetics, construction health risk, construction-related noise, or utility and service system impacts.

- Aesthetics – The proposed project is subject to the City's General Plan policies, SPAR process, and Heritage Tree Ordinance to ensure the design of the proposed fire station and park improvements would not result in significant aesthetic impacts to the surrounding area. While the approved Borel Middle School classrooms and gym project is not subject to the City's design policies, the construction of additional facilities at the existing school would not significantly change the visual quality of the area. These projects combined, therefore, would not result in significant adverse visual changes to the area.
- Construction Health Risk – As discussed in *Section 4.3.2.3*, it is possible the construction of the proposed project and the approved Borel Middle School gym would overlap. The combined emissions from the proposed project, Borel Middle school project, and nearby TAC sources were estimated. PM_{2.5} was estimated to be <0.87, which exceeds the BAAQMD cumulative threshold of <0.8. Implementation of standard measure SM AIR-1 and mitigation measure MM AIR-1, however, would reduce emissions to <0.41, which is below the BAAQMD cumulative threshold. All other emissions (cancer risk and hazard index) would not exceed the BAAQMD cumulative thresholds.
- Construction-Related Noise – It is possible that construction of the proposed fire station and Borel Middle School gym could overlap. As discussed in *Section 4.11.5.1*, the receptors at the school would not experience significant construction noise impacts from the proposed project if the overlap occurs. In addition, it is possible the proposed project would also use excavated soils from the Borel Middle School to balance the site. In this case, noise levels would be lower than what was estimated in *Section 4.11 Noise and Vibration*, since there

⁴⁵ City of San Mateo. *City of San Mateo General Plan Revised Draft Environmental Impact Report*. SCH# 2009032009. January 2010. Pages 2.0-5 through 2.0-26.

would be less truck trips to bring in soils to the site. While the Borel Middle School is not subject to the City's design policies, it would be subject to the City's construction hours. The proposed project also proposes to implement mitigation measure MM NOI-1 to reduce its construction impacts to a less than significant level. For these reasons, the combination of the two projects would not result in a significant cumulative construction noise impact.

- Utility - Given the existing capacity of the sewer line serving the project site, it is not anticipated the implementation of the cumulative projects would result in downstream sewer capacity issues.

(Less Than Significant Impact with Mitigation Incorporated)

4.18.3 Direct or Indirect Adverse Effects on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air pollutants, geological hazards, hazardous materials, and noise. Implementation of identified mitigation measures and 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 with Mitigation Incorporated)

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of San Mateo

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