



CITY OF SAN MATEO

Negative Declaration

PROJECT DESCRIPTION:

1. **Project Title and Number:** Delaware Place
PA 05-106
2. **Lead Agency Name and Address:** City of San Mateo, Planning Division
330 West 20th Avenue
San Mateo, CA 94403-1388
3. **Contact Person and Phone Number:** Lisa Ring, Associate Planner
(650) 522-7213
4. **Project Location and APN:** 2090 South Delaware Street
(035-320-450)
5. **Project Sponsor's Name & Address:** Toll Brothers, Inc.
100 Park Place
San Ramon, CA 95101
6. **General Plan Designation:** Transit Oriented Development (TOD)
7. **Zoning:** Regional Community Commercial
C3-1
8. **Description of Project:**

Background

On June 6, 2005 the City adopted the *San Mateo Rail Corridor Transit-Oriented Development Plan (Corridor Plan)*. The intent of the *Corridor Plan* is to allow, encourage and provide guidance for the creation of world class Transit Oriented Development (TOD) within a half-mile radius of the Hillsdale and Hayward Park Caltrain station areas, while maintaining and improving the quality of life of for those who already live and work in the area. The TOD Policies of the *Corridor Plan* are designed to encourage and facilitate transit use and reduce vehicle trips.

The site is identified as part of the *Civic Area* in the *Corridor Plan* and allows for multi-family mixed use development with a minimum density of 35 dwelling units per acre and a maximum of 50 dwelling units per acre with a Floor Area Ratio (FAR) of 2.0.

Project Site

The project site consists of a 2.37 acre parcel located at the northwest corner of South Delaware Street and Pacific Avenue (refer to Attachment 1). The project site has an approximately 31,500 square foot vacant commercial building (formerly used as a printing and lithographic company) with adjacent surface parking and minimal landscaping. The subject property is adjacent to a variety of uses including multi-family residential uses directly to the north and the City's police station and corporation yard further to the north; multi-family, duplex and single-family uses to the east; public storage uses and the San Mateo Expo center to the south; and a rail line to the west. The project site is approximately 1/4 of mile to the south of the Hayward Park Caltrain Station. The property is zoned C3-1 (Regional Community Commercial) and has a land use designation of Transit Oriented Development (TOD).

Project

The applicant proposes the demolition of the existing structure on the project site and construction of two residential buildings totaling 183,285 square feet and containing 111 units of housing (refer to Attachment 2). The project proposes multi-family residential uses at a density of 47 dwelling units per acre and at an FAR of 1.77. The project includes a mix of one, two and three bedroom units. The multi-family buildings would be centered around three courtyards with entry stoops along the South Delaware Street and Pacific Boulevard frontages. Walkways are proposed around the perimeter of the site and between the buildings for pedestrian circulation. The project also proposes streetscape improvements along South Delaware Street and Pacific Boulevard including sidewalks, a double row of street trees along South Delaware Street and along a portion of Pacific Boulevard.

The buildings would vary in height from three to four stories. The building closest to South Delaware Street would be three stories in height (below 35 feet in height) along the South Delaware Street frontage stepping up to four stories (45 feet in height).

The project includes a below grade parking garage containing 241 parking spaces that would be accessed from a driveway along Pacific Avenue. Of these spaces, 52 would be tandem spaces. The total number of parking spaces (241 parking spaces) proposed to be provided is an approximately 23 percent reduction from the City's parking requirements in that the City does not typically count tandem spaces as a required parking spaces.

This project includes the use of Transportation Demand Measures (TDM) that meet the intent of the TOD policies in the Corridor Plan and are considered appropriate for residential developments adjacent to mass transit (refer to Attachment 3).

9. Requested Permits:

- A. Site Plan and Architectural Review
- B. Site Development Permit (for grading and removal of vegetation)
- C. Vesting Tentative Map

This Negative Declaration is intended to provide environmental review for these requested permits and any other permits or entitlements required for development of the project.

10. Other public agencies whose approval is required:

None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology /Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

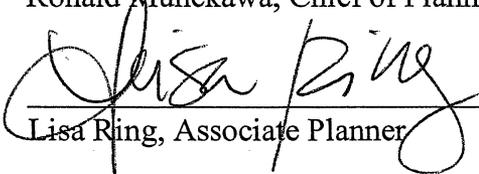
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions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



Ronald Munekawa, Chief of Planning

3/21/06

Date



Lisa Ring, Associate Planner

3/21/06

Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

DISCUSSION OF ENVIRONMENTAL EVALUATION

Items identified in each section of the environmental checklist below are discussed following that section. Required mitigation measures are identified (if applicable) where necessary to reduce a projected impact to a level that is determined to be less than significant. The General Plan Environmental Impact Report (State Clearinghouse number 89100308) and the Environmental Impact Report for the San Mateo Rail Corridor Transit-Oriented Development Plan (State Clearinghouse Number 2003042170) are herein incorporated by reference in accordance with Section 15150 of the CEQA Guidelines. Copies of these documents and all other documents referenced herein are available for review at the City of San Mateo Planning Division, 330 W. 20th Avenue, San Mateo.

The following sources are referenced in the Initial Study Checklist, and are hereby incorporated by reference into this document:

1. **City of San Mateo General Plan**
2. **City of San Mateo Rail Corridor Transit Oriented Development Plan**
3. **City of San Mateo Municipal Code**
4. **Project Plans**
5. **Site Visits and Analysis**
6. **Asbestos Survey and Evaluation conducted at 2090 South Delaware Street, San Mateo, CA, ProTech Consulting and Engineering, January 2005**
7. **County of San Mateo Health Department List of Contaminated Sites-2001**
8. **Uniform Building Code**
9. **Uniform Fire Code**
10. **Project Renderings**
11. **Bay Area Air Quality Management District CEQA Guidelines, April 1996**
12. **USGS Map Showing Faults and Earthquake Epicenters in San Mateo County, CA**
13. **Geotechnical Engineering Study Proposed Residential Development, 2080 Delaware Street, San Mateo, California, Earth Systems Consultants, June, 2004**
14. **Citywide Archaeological Investigations, City of San Mateo, CA**
15. **San Mateo Historic Resources Inventory**
16. **Delaware Place Condominiums Preliminary Environmental Noise Assessment Study, Charles Salter Associates Inc., February 2, 2005**
17. **Noise Study South Delaware Place Condominiums, San Mateo, CA Wilson, Ihrig & Associates, November 30, 2005**
18. **Shade and Shadow Study, 2090 Delaware Place, Van Dorn Abed Landscape Architects, Inc, November 2005**
19. **Traffic Study, Hexagon Transportation Consultants, September, 2004**
20. **Site Characterization Workplan, Lithographix, Inc., 2090 South Delaware St. San Mateo, CA, TEC Accutite, January 19, 2004**
21. **Case Closure Letter of SMC0 Site ##110157, Lithographix, 2090 South Delaware St, San Mateo, California, County of San Mateo Health Services Agency, July 30, 2004**
22. **Phase I Environmental Site Assessment of Former Lithographix, Inc. Facility, 2090 South Delaware Street, San Mateo, CA, February 22, 2005**
23. **Sanitary Sewer Capacity Study, V & A Consulting Engineers, Inc. June, 2005**
24. **City-Wide Sewer System Study, City of San Mateo, June 2005**
25. **On-Site Storm Drainage Report, BKF Engineers, November 4, 2005**
26. **Delaware Place Parking Needs Assessment, Hexagon Traffic Consultants, August 9, 2004**
27. **South Delaware Place TDM Program, Nelson Nygaard Consulting Associates, March 9, 2006**

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
I. AESTHETICS - 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"/>	1,2,4,5
b) Substantially damage scenic resources, including, but not limited to, trees, rock out-croppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,4,5
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"/>	1,3,4,5, 10
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,4,5
e) Increase the amount of shade in public and private open space on adjacent sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,4,5, 18

FINDINGS: The project proposes the construction of 111 multi-family units on a 2.37 acre project site. There are no scenic vistas on or around the project site that will be affected by the project and no scenic resources are present on the site. The project site is not directly adjacent to a scenic highway. Although the proposed project would be highly visible along South Delaware Street, Pacific Boulevard and the adjacent rail line, the development would not substantially alter the visual character of the project site or these roadways.

The project site has an approximately 31,500 square foot vacant commercial building, surface parking and minimal landscaping. The project proposes to demolish the building on the site and construct new residential uses. The visual character of the site will change by introducing higher density uses, as viewed from South Delaware Street, Pacific Boulevard, the adjacent rail line and the adjacent residential uses. However, the project will not block existing scenic vistas or degrade the existing visual character of the area, therefore, visual impacts would not be significant.

The project site is in an urban, densely developed area and is surrounded by urban uses. The project will be designed to conform to all City guidelines and policies, including the policies of the Corridor Plan and the City's Residential Design Guidelines. The project will not include any substantial or tall lights that could produce glare. Although the proposed project would result in additional lighting compared to the current use since the residential buildings would be larger and taller than the existing uses on the site, the light levels associated with the proposed project are not expected to result in substantial light or glare that would adversely effect day or nighttime views in the area.

The proposed structures will have a height of 35 to 45 feet and are not anticipated to produce significant shade upon open space areas within the development or adjacent properties. In addition, there are no public open space areas adjacent to the project site that would be significantly impacted by shade from the project (refer to Attachment 4).

MITIGATION MEASURES: None Required

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
II. AGRICULTURAL RESOURCES - 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"/>	1,2,4,5
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"/>	1,2,4,5

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4,5
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FINDINGS: The project site is not currently used or zoned for agricultural purposes, nor are there any agricultural uses in the surrounding area that would be affected by the proposed project. The area surrounding the project site is primarily composed of residential, commercial and industrial buildings. There are no Williamson Act lands within the City limits.

MITIGATION MEASURES: None Required

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
III. AIR QUALITY - 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"/>	1,2,4,11
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"/>	1,2,3,4,11,19,27
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 that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,11,19,27
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,11,19,27
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4

FINDINGS: A project would have a significant effect on air quality if air pollutant emissions would cause the exceedance of ambient air quality standards, contribute to existing or projected air quality exceedances, or expose sensitive receptors to substantial pollutant concentrations. The proposed project would have limited air quality impacts resulting from the minor pollutant emissions related to traffic generated by the proposed project. The Bay Area Air Quality Management District (BAAQMD) generally does not recommend that a detailed air quality impact analysis be prepared for projects generating less than 2,000 vehicle trips per day. This residential project is expected to generate approximately 854 daily trips. (Note: The traffic analysis included in this Initial Study evaluated a 140 unit project that that included a 15 percent trip reduction credit due to the project's adjacency to the Hayward Park Train Station. This report did not include any analysis of the Transportation Demand Management (TDM) measures included in the project. In addition, the number of units proposed by the project has been reduced in number from 140 units to 111 units, therefore, the actual number of daily trips generated by the proposed project would be less than estimated in the traffic analysis) Therefore, this project does not trigger the need for a detailed air quality impact analysis under the BAAQMD guidelines.

The project would not result additional exposure of sensitive receptors to substantial pollutant concentrations in the long term but has the potential to generate dust and other pollutants during demolition, grading and construction.

The impact of dust generated by demolition, grading and construction activities is temporary in nature and limited to site preparation and future construction of the new residential development. The City of San Mateo's Public Works Department will impose the following standard conditions of approval to minimize dust and vehicle emissions during grading and construction activities:

MITIGATION MEASURES:

- **Construction Activities** - To control traffic congestion, noise, and dust during site excavation, grading and construction, construction activities related to the issuance of any building permit shall be restricted to the weekday hours between 7:00 a.m. and 7:00 p.m. Building construction activities may be conducted on Saturday from 9:00 a.m. - 5:00 p.m. and on Sunday from 12:00 noon - 4:00 p.m. The hours of construction do not apply to construction work that takes place inside a completely enclosed building that does not exceed the exterior ambient noise level as measured ten feet from the exterior property line. Materials delivery to and from the site, including truck arrivals and departures to and from the site, will be prohibited between the weekday hours of 7:30 - 8:30 a.m. and 4:00 - 5:30 p.m. No work being done under the issuance of a Public Works encroachment permit may be performed on the weekend. Signs outlining these restrictions shall be posted at conspicuous locations on site.
- **Material Hauling** - During construction and for material delivery vehicles the applicant shall use a truck hauling route acceptable by the City Engineer. The hauling route would be limited to using only US 101, SR 92, and El Camino Real. Tracking of dirt onto City streets and walks will not be allowed. The applicant/developer must provide an approved method of cleaning tires and trimming loads on-site. Any job-related dirt and/or debris that does impact the public right-of-way will be removed immediately by the contractor. All material hauling activities shall be done in accordance with applicable City ordinances and conditions of approval.
- All construction vehicles shall be properly maintained and equipped with exhaust mufflers that meet state standards.
- Newly disturbed and exposed soil surfaces shall be watered down regularly by a water truck or by another approved method maintained on the site during all day light hours and construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems. Wash down of dirt and debris into storm drain systems will not be allowed.
- Construction activities shall be scheduled so that paving and foundation placement begins immediately upon completion of grading operation.
- All excavated or silty materials shall be covered with a tarp during transit to and from the site.

Odors - The proposed project would not subject residents, neighbors, or customers and employees of nearby businesses to objectionable odors.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
IV. BIOLOGICAL RESOURCES - Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4,5
b) Have a substantial adverse effect on any aquatic, wetland, or riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4,5
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"/>	1,2,4,5

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4,5
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,4,5
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"/>	1,2,4,5

FINDINGS: The project would not impact any threatened or endangered biological resources. The 2.37 acre project site is developed with a vacant commercial building, surface parking and minimal landscaping on-site on the site. There are two existing shamel ash trees on the project site. The project does not propose to retain these trees as part of project due to their condition and location on the site, but instead proposes to plant Ginko trees along the South Delaware Street and Pacific Boulevard frontages of the project. It is anticipated that the full Landscape Unit Value (a measure to determine the value of trees based upon the species, size, condition and location of trees) of the existing trees will be replaced on the project site through plantings proposes as part of the landscape plan and/or through payment into the City's established Tree Impact Fee fund to plant additional trees within the City.

The project site is entirely within an existing developed commercial and residential neighborhood, and is not located within a sensitive natural community, riparian habitat, or wetland. The proposed development would not impact any candidate, sensitive or special status species, nor would it affect the movement of any native resident or migratory fish or wildlife species.

MITIGATION MEASURES:

Tree Mitigation – The project proposes to mitigate the loss of the heritage and non-heritage trees as follows:

- Heritage Trees and Non-Heritage Trees-The full Landscape Unit Value of the trees would be replaced on the project site and through payment into the City's established Tree Impact Fee fund to plant additional trees within the City.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
V. CULTURAL RESOURCES - Would the project:					

a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,14,15
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,14,15
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,14,15
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,14,15

FINDINGS: No historic properties or prehistoric archaeological resources were identified on the project site during the cultural resource assessment conducted for the Corridor Plan.

The vacant commercial building on the project site was constructed in 1962 and is of a typical construction type for that time, using wood construction with stucco, metal windows and some masonry. As such, the building is not yet 50 years old and therefore does not meet the criteria for considering the building eligible for either the California and/or National Register. In addition, the building does not possess distinctive characteristics of a type, period, region or method of construction. The building does not possess high artistic value, nor does it appear to represent the work of a master.

Based upon this information, it has been determined that the building is not historically significant and that the demolition of this building would not result in a significant impact to an historic resource.

The project site is located in a “Low Sensitivity” zone for cultural resources, which means that the area has a low potential for cultural resources. Project related construction activities involving ground-disturbance during construction could result in significant impacts, if any unknown culturally significant sites are discovered. However, as a condition of approval of the Corridor Plan, mitigation was included to address these potential impacts. With adoption of these construction-period measures, no significant impacts to cultural resources would occur.

The site has no known Paleontological resources or unique geologic features that would suggest the presence of these resources. The project site is located on a geologic unit comprised of man-made fill. Thus, no impacts to these resources are anticipated with implementation of the project.

MITIGATION MEASURES:

- The site has no known human remains, including those interred outside of formal cemeteries. However, it is impossible to be sure about the presence or absence of human remains on a site until site excavation and grading occurs. As required by State law, in the event that such remains are encountered, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The County coroner would be contacted and appropriate measures implemented. These actions would be consistent with the State Health and Safety Code Section 7050.5, which prohibits disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
VI. GEOLOGY AND SOILS - 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"/>	1,2,3,4,8, 12,13
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,8, 12,13
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,8 12,13
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,8, 12,13
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4, 13
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,8 12,13
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,8 12,13

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 checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,8 12,13
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FINDINGS: While the San Andreas fault lies approximately two miles west of the San Mateo city boundary (and approximately 3.3 miles southwest of the project site), there is no recent evidence of significant ground rupturing in the City. There are no known active faults in San Mateo, and inactive faults that are present are older features that do not exhibit indications of recent motion. There is no reason to expect a recurrence of movement along these other fault traces.

The Safety Element of the City’s General Plan indicates that the project site is located in an area that may experience moderate shaking during an earthquake. The Uniform Building Code requirements for construction of the project will mitigate, to the extent feasible, structural failure. However, the potential exists for some damage, loss of personal property, and personal injury during an earthquake. The City of San Mateo is not within an Alquist-Priolo zone.

The project site is on flat terrain and is not prone to landslides. The potential for erosion is low on the project site because of the flat terrain. In addition, there is a low potential for liquefaction on the project site.

The site is currently connected to the City sewer system. Any new development at the site would be required to connect to the City sewer system and would not be expected to utilize a septic tank or alternative wastewater disposal system.

Construction related erosion and resulting potential sedimentation impacts would be reduced to a less than significant level through the project's compliance with the City's Site Development Permit which is included as a condition of approval.

A preliminary geotechnical report has been prepared by Earth Systems Consultants (refer to Attachment 5), that included review of relevant geotechnical maps and reports, a reconnaissance of the project site and soils samples. This report provides initial structural design recommendations for this project with underground parking.

It is the opinion of the consulting engineer that the site is suitable for the proposed new multi-family buildings, however, since the project site contains Bay Mud in two to three foot layers recommendations to address this issue are outline below. The other concern for the project is the deep excavation required for the underground parking and the potential to encounter groundwater. It is anticipated that deep excavations will be needed to construct the underground parking. Groundwater on the project site was encountered at depths ranging from 5.8 to 13.5 feet below grade during field exploration, therefore, the potential to encounter groundwater during construction and operation of the project is high.

MITIGATION MEASURES: The following mitigation measures are included as part of the project to minimize potential geologic impacts during construction and operation of the project:

- Since the foundation support of Bay Mud is low, the project will either include removal and replacement of the Bay Mud or lime treatment. Over excavation and replacement would allow for spread footing. A lime treatment would create a working surface and would require the use of a mat foundation.
- Dewatering will be implemented during construction and temporary shoring will be installed for construction to avoid damage to existing structures.
- A structural mat foundation, spread footings or equivalent will be used as part of the project and walls will be designed for the anticipated hydrostatic pressures and will be properly waterproofed or a proper subdrainage system with moisture-proofing will be included.
- All the measures identified in the Geotechnical report regarding earthwork, foundation support and pavements will be incorporated as part of the project. This will be verified as part of a final geotechnical report and will be submitted to the building division prior to issuance of a building permit.

- A Geotechnical Engineer will be retained to observe site grading and foundation installation and to observe compliance with the design concepts, specifications and recommendations in the Geotechnical report.

The Safety Element of the City's General Plan indicates that the project site has a low potential for lateral spreading, subsidence or liquefaction.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
VII. HAZARDS AND HAZARDOUS MATERIALS - 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"/>	1,2,3,4,6
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"/>	1,2,3,4,6, 7,20,21, 22
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,6, 7,20,21, 22
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,6, 7,20,21 22
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
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"/>	1,2,3,4,9
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"/>	1,2,3,4

FINDINGS: The project is a residential development and will not involve the transport, use or disposal of hazardous materials. The project will not emit hazardous emissions or handle hazardous materials, substances or waste. In addition, the project is not located within an airport land use plan or within two miles of a public airport or public use airport or within the vicinity of a private airstrip. The project is an urban infill project and will not expose people or structures to wildland fires.

A Phase I Assessment for the site was prepared for the project site (refer to Attachment 6). The Phase I is based upon the review of federal, state and local records and visits to the site to observe environmental conditions. As stated in the project description, the project site was used as a former lithographic and printing facility. As such the facility included a gasoline and diesel fuel pump with a split 3,000 gallon underground storage tank. This tank was removed on November 24, 2003. Due its previous use as printing facility, the project site is included on several databases for past generation of hazardous waste in small quantities. A case closure letter was issued by the County of San Mateo Public Health and Environmental Protection Division, Health Services Agency, which concluded that removal of the tank and corrective action taken on the site in removal of the tank met the requirements of the Health and Safety Code and that no further action related to petroleum release at the site is required (refer to Attachment 7 and 8).

During the site investigations, latex paint, epoxy cleaner, stripping paint, propane and acetone were observed on the project site. Given the condition of the containers and lack of any spills or leaks this is not a considered a recognized environmental condition for the property. Based upon these observations, it has been determined that no evidence of environmental contamination has occurred as a result of the activities on the site and no further investigation of the property is warranted.

An asbestos survey was performed on the project site (refer to Attachment 9). All potential asbestos containing materials were evaluated as part of this survey. Asbestos containing materials were detected in a potion of the existing building including the vinyl floor tile, ceiling panels and duct insulation.

MITIGATION MEASURES: As required by state law, an asbestos and lead paint abatement scope of work will be developed and submitted for approval by the City prior to issuance of a demolition permit for the structure on the project site. All measures outlined in this scope of work will implements as part of the project. This scope of work will outline the performance parameters for hazardous remediation standards and regulatory compliance criteria. In addition, an asbestos abatement contractors performing work on the site will be licensed by the State.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
VIII. HYDROLOGY AND WATER QUALITY - 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, 24,25
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4, 25
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 that would result in flooding on-or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4, 25
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4, 23,24, 25
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4, 25
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 checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,
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 checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,
j) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,

FINDINGS: The project site is approximately 2.37 acres (103,384 square feet). Approximately 94,440 square feet of the site is currently impervious, with the remaining 8,944 square feet being pervious open space. With the development of the proposed project, approximately 90,850 square feet would be impervious and 14,720 square feet would become impervious. Therefore there will be a decrease of impervious surfaces on the site and it is anticipated that the project would not result in an increase in storm water runoff (refer to Attachment 10).

Under existing conditions, the storm drain runoff that flows across impervious areas flows directly into the storm drain system with no chance to percolate into adjacent landscaping. Under the project condition, the majority of storm drain runoff is being designed to flow through landscaped areas, helping to reduce the amount of runoff and since additional area on the project site will become impervious the project will not result in an increase to the total storm drain runoff from the project site.

The project also includes on-site detention ponds/planters to filter stormwater runoff from the project prior to discharging it into the storm drain system.

MITIGATION MEASURES:

- **POST CONSTRUCTION BEST MANAGEMENT PRACTICES (BMP)** – In accordance with the City’s Storm Water Management and Discharge Control Rules and Regulations (SMMC 7.38.020), and the San Mateo Countywide Stormwater Management Plan (SWMP) by reference, the applicant shall:
 - a. Owner/occupant shall inspect private storm drain facilities at least two (2) times per year and sweep parking lots immediately prior to and once during the storm season.
 - b. Label new and redeveloped storm drain inlets with the phrase “No Dumping – Drains to Bay”, (by stenciling, branding or plaques) to alert the public to the destination of storm water and to prevent direct discharge of pollutants into the storm drain. Template ordering information is available from the Department of Public Works.
 - c. All Process equipment, oils fuels, solvents, coolants, fertilizers, pesticides, and similar chemical products, as well as petroleum based wastes, tallow, and grease planned for storage outdoors shall be stored in covered containers at all times.
- Employ Best Management Practices (BMPs) selected as appropriate from the California Construction Best Management Practices Handbook (March, 1993) to control and prevent discharge of sediment, debris, and other construction related wastes to the storm drainage system from all construction related activities, including, but not limited to general construction and site supervision, concrete and mortar application, heavy equipment operation, road work and paving, and earth-moving activities: Specific measures including Landscape Swales, Vegetated Filters, Sand Filters, Driveway pavers, Fossil Filters, Landscape Infiltration, Storm Water Planter and an Oil and Grease Separator will be included as part of the project.
- The applicant shall include the City Standard BMP construction plan sheet with their grading and drainage sheets submitted for City permit. This sheet may be obtained from the City’s Public Works Department.
- Should the site be expected to have any exposed earthen areas on-site during the rainy season (between the dates of October 15 and April 15), the applicant shall submit an erosion and sediment control plan, for approval by the City Engineer, to document measures that will be taken to stabilize all exposed soil and to prevent and control erosion and sediment runoff to the City’s storm drainage system in conformance with the ABAG Manual of Standards for Erosion & Sediment Control Measures, Second Edition (May, 1995), and the California Construction BMP Handbook (1993). The approved site plan shall be fully implemented no later than October 15. All erosion and sediment control measures shall be regularly maintained and repaired throughout the rainy season, and the applicant shall update the approved project erosion control plan monthly, during the rainy season, to implement additional measures needed as a result of site changes during grading operations and construction. The revised erosion and sediment control plan shall be submitted by the 15th day of the month, and shall be approved by the Public Works Department and implemented by the 1st of every month.

- For project sites which involve land disturbance of one or more acres, including clearing, grading, or excavation; or less than one acre and part of a larger common plan of development encompassing one acre or more, the project applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board to obtain coverage under the State General Construction Activity NPDES Permit. Proof of permit must be provided to the Public Works Department prior to issuance of a foundation building permit.
- DRAINAGE- All storm runoff drainage shall be directed to the public street with a minimum grade of two (2) per cent over landscaped areas and one-half (1/2) per cent over paved areas. All roof leader downspouts shall be hard connected into the site drainage system to prevent the discharge of water over sidewalks and walkways. Drainage structures designed into landscaping with the purpose of reducing volume or improving quality of runoff from the site may be considered, subject to the approval of the City Engineer. Where necessary, sidewalk drains per City Standard Drawing 3-1-120 shall be provided to direct the water under the sidewalk and through the curb. No overloading of downstream drainage facilities will be allowed.

According to the Safety Element of the General Plan and current Federal Emergency Management Agency (FEMA) Flood Maps, the project site is located within Zone X, an area determined to be outside the 500-year floodplain. While the project site is located within an area that may be subject to inundation due to Crystal Springs Dam Failure, the General Plan states that “risk of structural damage to the dam in a maximum 8.3 Richter magnitude earthquake is low.” Therefore, the development on the project site would not be subject to substantial flooding hazards due to peak storm water runoff, storm drainage system capacity limitations, tsunami, or bay front dike failure. The potential for flooding to occur at the project site is considered to be less than significant.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
IX. LAND USE AND PLANNING - Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4,5
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,4,5
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"/>	1,2,4,5

FINDINGS: The development of the project would not physically divide the community. The proposed multi-family project would replace the existing commercial uses on the project site, which are also a developed urban use. Although the proposed project is larger in size and scale than the existing uses, there are no aspects of the proposed project that would interfere with access or accessibility in the project area.

The project would not conflict with any applicable habitat conservation plan or natural community conservation plan since there are no plans of this type in place within the project area.

The site has a General Plan designation of Transit Oriented Development (TOD) and a zoning of Regional Community Commercial (C3-1). The site is identified as part of the Civic Area in the Corridor Plan and allows for multi-family mixed use development with a minimum density of 35 dwelling units per acre and a maximum of 50 dwelling units per acre with a Floor Area Ratio (FAR) of 2.0.

The Corridor Plan also includes the following policies that have been adopted for the purpose of avoiding or mitigating potential traffic impacts:

Policy 7.17 The goal of the TDM program is to achieve an overall reduction in new vehicle trips of at least 25 percent Corridor-wide. It is recognized that this reduction will occur over time and that the reduction achieved by individual projects will vary based on the specific characteristics of the project, such as location and proposed uses.

Policy 7.18 The city shall form a Transportation Management Association (TMA) within the corridor. Participation in the TMA shall be required for all new development within the TOD zone, shall be strongly encouraged for all new development within the broader corridor plan area, and shall be available to any existing uses outside of the Corridor Plan area.

Policy 7.19 All development projects within the TOD zone shall be required to submit a trip reduction and parking management plan as part of the development application. Projects outside the TOD zone, but within the Corridor Plan area shall be strongly encouraged to submit this trip reduction and parking management information as part of the development application. The zoning code shall be modified to establish a threshold defining projects such as remodeling or additions to existing development within the Corridor Plan area that trigger the TDM requirement.

Policy 7.21 Traffic analysis of development projects within the Corridor plan area shall include development of recommended parking reductions and companion trip reduction programs. The recommendations shall also include definition of appropriate trip generation thresholds for the project.

Policy 7.23 Conditions of approval shall establish a plan for monitoring project trip generation.

Policy 7.24 Projects that exceed their trip generation threshold shall be required to modify their trip reduction and parking management plan and incorporate TDM measures that are expected to increase trip reduction. Projects may be required to implement market-rate parking permit systems if other trip reduction strategies are ineffective.

The project conforms with the above policies in that it will participate in the TMA that manages projects within the Corridor Plan. The project also includes a trip reduction and parking management plan. The trip reduction program incorporates the following TDM measures to ensure that project trips are reduced:

- **Public Transportation:** This project is within one quarter mile of the Hayward Park Caltrain Station. It is consistent with the TOD plan's policy encouraging development of multi-family uses within the Hayward Park TOD Zone. In addition, the SamTrans bus line, route 292 passes directly in front of the project. Route 292 provides direct service from Hillsdale Shopping Center to downtown San Mateo, Burlingame, San Francisco Airport, the United Airlines maintenance base, South San Francisco, and San Francisco. It is anticipated that the residents of Delaware Place will utilize public transportation at a much higher rate than this due to the project's convenient proximity to both of the Caltrain station and the 292 bus route, as contemplated in the TOD plan.
- **Secure Bicycle Storage:** The project will include a guest bicycle storage rack at the main entry along Pacific Boulevard, as well as secure resident bicycle storage located within the parking garage.
- **Commuter Assistance Center (Transit Kiosk):** The project will include a Commuter Assistance Center at a centralized location within the project. The center will showcase Caltrain schedules, SamTrans route maps and schedules, commuter assistance hot line contact numbers and websites, as well as an area for residents to post requests for ride sharing opportunities. The CC&R's for the project shall include provisions for ongoing maintenance and updating of the information provided at the kiosk.
- **High Bandwidth Connections:** Every home within Delaware Place will be wired with CAT5 telephone and cable connections.

- **Video Conferencing Center:** The homeowner's association community room in the project will include meeting space with video conferencing capabilities. This feature will expand resident's opportunities to work from home.
- **On-Site Gym:** The project will include an onsite exercise equipment room/work-out area. This feature will minimize vehicular trips to off-site gym facilities.
- **Homeowner's Clubhouse:** The project will include a homeowner's clubhouse. This feature will provide residents with on-site entertainment opportunities which will further reduce vehicular trips.
- **Pedestrian Friendly Design:** Delaware Place was specifically designed to promote walkability for residents, guests, and project neighbors. The design includes three major pedestrian entryways, as well as individual exterior entries at the street-facing ground floor units. There is a private paseo in the garden area connecting South Delaware Street to Pacific boulevard as well as double row tree plantings and open seating areas along the public street facades. This pedestrian friendly design will encourage interaction and socialization between neighbors, and within the immediate community, further reducing vehicular travel.
- **Tandem Parking:** The project includes tandem parking. With tandem parking, an individual household is allocated a single parking space, large enough to park two cars. The second car parks behind, and blocks in the first car. This arrangement may reduce total household vehicle trips due to the inconvenience of accessing the second vehicle.
- **Reduced Parking Supply:** The maximum parking capacity provided in the project garage is lower than the current municipal zoning code requirements. The code stipulates a total of 244 conforming parking spaces, and only recognizes tandem parking as one (1) conforming space. Based upon this standard, the project provides a total of 187 conforming parking spaces. This represents a 23 percent reduction in total parking supply.

Based upon an analysis prepared by Nelson Nygaard Consulting Associates (refer to Attachment 3), it has been determined that the project would result in a trip reduction of 23 percent in the short-term and an even greater reduction in the long-term. There is currently a good mix of uses around the proposed project site, with many employees working in both public and private organizations. The project site's proximity to retail, the Hayward Park Caltrain Station and Bus 292, as well as the inclusion of pedestrian and bicycle amenities and the provision of 10 percent affordable housing units into the project is anticipated to further reduce trip generation.

MITIGATION MEASURES:

- The project shall incorporate and implement all TDM Measures (or equivalent measures) currently proposed as part of the project throughout the lifetime operation of the proposed residential uses. The measures include: Secure Bicycle Storage; Commuter Assistance Center (Transit Kiosk); High Bandwidth Connections; Video Conferencing Center; On-Site Gym; Homeowner's Clubhouse; Pedestrian Friendly Design; Tandem Parking and a Reduced Parking Supply.
- The project shall participate in the TMA formed to manage projects within the Corridor Plan. As a participant, the project would be required to fund annual TMA administration and management and share the costs of programs and services provided to participants. The TMA could conduct and coordinate annual trip generation monitoring, which would be paid for through the annual membership fees.
- The project includes a plan for monitoring project trip generation. The monitoring of trip generation will be done through annual surveys, driveway counts, cordon counts or by monitoring key intersection volumes to ensure the effectiveness of the proposed TDM measures incorporated into the project to reduce project trips in accordance with the policies and goals of the Corridor Plan and the project in both the short term and long term operation of the project.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
X. MINERAL RESOURCES - Would the project:					

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4
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"/>	1,2,4

FINDINGS: Mineral resources are not known to exist on the project site.

MITIGATION MEASURES: None Required

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
XI. NOISE - 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4, 16,17
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, 16,17
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, 16,17
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, 16,17
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4, 16,17,18
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4, 16,17,18

FINDINGS: The Noise Element of the City of San Mateo General Plan contains guidelines for land use compatibility. The proposed new residential uses are a noise sensitive land use and is subject to the following guidelines:

- Ldn noise levels between 60 dBA and 70 dBA are considered “conditionally acceptable”. New construction should be undertaken only after a detailed analysis of the noise reduction requirement is made and needed noise insulation features included in the design.
- Interior Noise Level Standard. The maximum interior noise level shall not exceed 45 dBA (Ldn) in all habitable rooms.
- Exterior Noise Level Goal. This policy requires an acoustical feasibility analysis of noise reduction measures for outdoor use and play areas which have an exterior noise level of 60 dBA (Ldn) or above.
- Traffic Noise. Accept noise increases on El Camino Real for existing development and require new multi-family development to provide common open space having a maximum exterior noise level of 67 dBA (Ldn).

- **Minimize Noise Impact.** Protect all “noise sensitive” land uses (including residences) from adverse impacts caused by the noise generated on-site by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit long-term exposure increases of 3 dBA (Ldn) or above at the common property line, or new uses which generate noise levels of 60 dBA (Ldn) or above at the property line, excluding ambient noise levels.

The State of California maintains noise standards applicable to multi-family uses. The standards are contained in Title 24, Part 2, of the State Building Code which sets forth Noise Insulation Standards applicable to new multi-family housing. The environmental portion of the standard applies to projects located in a noise environment of 60 Ldn or greater and establishes a maximum interior noise limit of 45 Ldn.

Existing and Projected Noise Levels-Based upon existing noise measurements at the project site (refer to Attachment 11) and projected Year 2020 peak traffic volumes for the project area, the projected noise levels are the following:

- 72 dB Ldn along Pacific Boulevard at 75 feet from the closest rail of the rail line.
- 70 dB Ldn along South Delaware Street.
- 68 dB Ldn along Pacific Boulevard at 150 feet from the closest rail of the rail line.
- 65 dB Ldn along Pacific Boulevard at 250 feet from the closest rail of the rail line.

Noise Impact Criteria-The following criteria are used to determine potential noise impacts resulting from development of the project.

- Exposure of sensitive receptors (multi-family residential uses) to interior noise levels greater than 45 dBA L_{dn} and location of exterior open space areas for residential projects in noise environments greater than 67 dBA L_{dn} .
- Project noise generation of greater than 3 dBA L_{dn} on adjacent sensitive receptors (a perceptible noise increase).

Noise Impacts to the Project- Given the estimated noise exposure at the project site boundaries, it is anticipated that noise levels within the residential units on the project site could exceed an L_{dn} of 45 dBA, the interior noise level standard for multi-family residential uses. Since interior noise levels could exceed the standard, the project will be required to implement noise reductions measures to reduce the interior noise level to an acceptable level. These measures listed below in the Mitigation Measures section.

The proposed central courtyards that provide the open space for the project are open only to the residential uses to the north of the project site. Therefore the proposed buildings on the site shield the majority of this open space from the surrounding noise along South Delaware Street, the rail line and portions of Highway 92 closest to the site. Noise levels within these courtyards will be below 65 Ldn or below and comply with the City of San Mateo Noise Element.

The project site is located within a developed commercial, industrial and residential area. No excessive ground borne vibration or ground borne noise levels are expected.

Airplanes occasionally fly over the project site producing increases in ambient noise levels. The project would not expose residents to long-term excessive noise levels because loud noise events produced by airplanes are short-term and periodic. These noise levels are not high enough to impact human health in the project area. The project site is not located within the vicinity of a private air strip.

Noise Impacts from the Project-The project would not result in significant noise impacts to adjacent residential uses since the proposed residential uses would be similar in nature to the existing commercial, industrial and residential uses. In the existing and projected noise environment in the project area, the noise generated by the proposed project would not result in a perceptible noise increase. In addition, traffic trips generated by the proposed project would not generate a perceptible noise increase (3 dBA L_{dn}) since it would require a doubling of traffic volumes on adjacent streets to generate a noise increase of this type.

Construction Noise Impacts- Construction of the project would increase noise levels in the project area over the entirety of the construction period. Noise generated during construction would differ depending on the construction phase and the type and amount of equipment used at the construction site. No piles would need to be driven to construct the building.

Construction activities would include demolition of the existing structures on the site, removal of material, foundation work, framing, and exterior & interior finishing. The highest noise levels may be generated during demolition when heavy equipment could be used to demolish and remove material, with somewhat lower noise levels occurring during building construction and finishing. Large pieces of material-moving equipment such as bulldozers generate maximum noise levels of 80-85 dBA at a distance of 100 feet. During the actual construction of the building, noise levels would be considerably less; however, the use of saws and impact tools can intermittently produce high maximum noise levels. Typical hourly average construction generated noise levels are about 75 dBA to 80 dBA measured at a distance of 100 feet from the site during busy construction periods. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor.

Based on these estimated daytime noise levels, construction will intermittently exceed existing noise levels in the area. Thus, construction activities have the potential to result in short term significant noise impacts to nearby residences and other noise sensitive uses. During construction, noise levels would at times exceed the 45 dBA indoor criterion when the windows at noise sensitive receptor positions are open or closed. This is a short-term adverse impact.

MITIGATION MEASURES:

- The City of San Mateo Day-Night Sound Level standard interior noise exposure limit of 45 dB LDN can be met through the use of STC 28 (Sound Transmission Class) acoustically rated windows at the perimeter of the buildings facades exposed to South Delaware Street and Pacific Boulevard. Other units, not facing the street will require a minimum STC 26 acoustically rated windows. Mechanical ventilation will be required, as these windows would need to be in a closed position to provide the required transmission loss.

The following mitigation measures are recommended to reduce noise generated by construction:

- Construct temporary noise barriers around the perimeter of project phases before construction begins.
- No work shall occur between the hours of 7 p.m. and 7 a.m., Monday through Friday, nor prior to 9 a.m. or after 5 p.m. on Saturday, nor prior to 12 noon or after 4 p.m. on Sundays. These hours do not apply to construction work that takes place inside a completely enclosed building and does not exceed the exterior ambient noise level as measured ten feet from the exterior property lines.
- Properly muffle and maintain all construction equipment powered by internal combustion engines.
- Prohibit unnecessary idling of internal combustion engines.
- Locate all stationary noise-generating construction equipment such as air compressors as far as practical from existing nearby residences and other noise-sensitive land uses. Acoustically shield such equipment.
- Select quiet construction equipment, particularly air compressors, whenever possible. (Fit motorized equipment with proper mufflers in good working order.)
- Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The Agency should be responsible for designating a noise disturbance coordinator and the individual project sponsor should be responsible for posting the phone number and providing construction schedule notices.)

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
XII. POPULATION AND HOUSING - 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 type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
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"/>	1,2,3,4
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"/>	1,2,3,4

FINDINGS: The proposed project is the development of a new multi-family uses and would not cause the population to be exceeded since the uses of this site for high density multi-family uses has already been contemplated in the General Plan and in the Corridor Plan. Therefore, the proposed project would not induce substantial population growth that would be inconsistent with the City of San Mateo General Plan.

The proposed project would not displace significant numbers of people or housing units that would necessitate the construction of replacement housing elsewhere. The project would not displace any residential tenants since only a vacant commercial building is located on the project site..

MITIGATION MEASURES: None required.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
XIII. PUBLIC SERVICES - 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"/>	1,2,3,4
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4

FINDINGS: Unlike utility services, public services are provided to the community as a whole, usually from a central location or from a defined system. The resources base for delivery of the services, including the physical service delivery mechanisms, is financed on a community-wide basis, usually from a unified or integrated financial system. Usually, new development will create an incremental increase in the demand for these services; the amount of the demand will vary widely, depending on both the nature of the development and the type of services, as well as on the specific characteristics of the development.

The impact of a particular project on public services and facilities is generally a fiscal impact. By increasing the demand for a type of service, a project could cause an eventual increase in the cost of providing the service (more personnel

hours to patrol an area, additional fire equipment needed to service a tall building, etc.). These impacts are not considered environmental issues.

As stated in the Corridor Plan EIR, due to the development of new residential uses on the site, some increase in the demand for services will result from this project. The project will be subject to various impact fees due to an incremental increase in demand on City services and will therefore be required to pay fees to meet its demand for services. However, the project is located in an urbanized area currently served by municipal services, therefore, it is not anticipated that an infill project of this type and size will significantly change or impact public services or require the construction of new or remodeled public service facilities.

The project will not require the construction of any new service facilities; therefore, the project would not result in a significant public services impact.

MITIGATION MEASURES: None Required

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
XIV. RECREATION Would the project:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4

FINDINGS: The proposed project would have an incremental impact on the demand for parks or park facilities, however this would not result in substantial physical deterioration of any facilities or cause this to be accelerated. The project includes payment of an in-lieu fee for park and recreation purposes to address this incremental impact.

The project does not propose the construction of any new public parks or recreational facilities that could have an adverse impact on the environment. There are no existing recreational or park facilities on the project site and the site is designated in the General Plan for Transit Oriented Development. Therefore, the project will not have an adverse effect on the environment due to new or expanded residential facilities.

MITIGATION MEASURES: None Required

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
XV. TRANSPORTATION / TRAFFIC - Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,19, 27
b) Exceed, either individually or cumulatively, a level of service standard 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"/>	1,2,3,4,19, 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"/>	1,2,3,4,19,27
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 type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,19,27
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,19,27
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,19,26,27
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,18

FINDINGS: A Traffic Impact Analysis prepared by Hexagon Transportation Consultants, Inc., (refer to Attachment 12) was conducted for the purpose of identifying the potential traffic impacts related to the proposed residential project. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Mateo and the City/County Association of Governments (C/CAG) of San Mateo County. C/CAG administers the San Mateo County Congestion Management Program (CMP). The traffic analysis is based on levels of service at intersections and the volume of project trips on CMP roadways. The intersections analyzed in this study are the following:

- South Delaware Street and 19th Avenue
- South Delaware Street and 25th Avenue
- El Camino Real and 25th Avenue
- South Delaware Street and Concar Drive
- Highway 92 Ramps and Concar Drive
- Saratoga Drive and Hillsdale Boulevard
- South Delaware Street and Saratoga Drive
- Saratoga Drive and Franklin Parkway
- South Delaware Street and Pacific Boulevard

Traffic conditions at the intersections were analyzed for the AM and PM peak hours because it is during these periods that the project will have the greatest impact on traffic conditions.

Traffic conditions were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or forced-flow conditions with extreme delays.

Intersection level of service at City of San Mateo intersections is evaluated based on the average control delay for all movements at the intersection. The City of San Mateo level of service standard is mid-LOS D (delay of 45 seconds) or better for all of the study intersections. If it is determined that the project would add 100 or more peak-hour trips to the CMP system, then the project will be subject to the implementation of Transportation Demand Management (TDM) measures. All projects proposed within the Corridor Plan area are also required to implement TDM Measures (refer to the Land Use and Planning Section of this document for discussion)

Per the City's General Plan Policy C 2.7, all projects are required, at a minimum, to pay a transportation mitigation fee. The transportation mitigation fee is used to fund planned transportation improvements that are identified in the City of San Mateo Traffic Mitigation Program.

In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic if:

- a) The acceptable level of service at the intersection (mid-level LOS D – with an average delay of more than 45 seconds) is exceeded by 4 seconds or more when the project traffic is added, and
- b) The intersection is subject to an increase in delay of 4 or more seconds, and

- c) The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

The cost of the off-site improvements may be reimbursed by the City if a reimbursement program is established throughout the timeframe of the City of San Mateo's current Traffic Mitigation Program or at the time when the improvement was initially scheduled.

The City/County Association of Governments (C/CAG), acting as the Congestion Management Agency for San Mateo County, monitors the operation of the CMP routes in the county. The CMP routes are typically state highways. The standard for CMP routes is LOS E or better, except where the baseline level of service is LOS F, in which case the standard is LOS F.

Project Traffic Conditions

The estimated peak-hour and daily trip generation totals for the project and the replaced uses would generate 854 net new trips daily, with 68 net new trips occurring during the AM peak hour and 79 net new trips occurring during the PM peak hour. (Note: The traffic analysis included in this Initial Study evaluated a 140 unit project that included a 15 percent trip reduction credit due to the project's adjacency to the Hayward Park Train Station and credit was given for the trips that would be generated by the existing building on site if it were occupied. This report did not include any analysis of the Transportation Demand Management (TDM) measures now included in the project. In addition, the number of units proposed by the project has been reduced in number from 140 units to 111 units, therefore, the actual number of daily trips generated by the proposed project would be less than estimated in the traffic analysis) With the transit reduction and the site credit for the existing development, the project would generate 29 net new trips in the AM peak hour and 36 net new trips in the PM peak hour.

This analysis does not include the project's incorporation of any TDM measures, which are anticipated to further reduce the trips generated by the proposed residential land uses on the project site. It is estimated that with the TDM measures included as part of the project, the project would reduce project generated trips by up to 23 percent from standard trip generation rates.

Traffic conditions at the study intersections were evaluated using level of service. The results show that all of the study intersections would operate within the adopted level of service standard.

Cumulative Traffic Conditions

The results of the traffic analysis show that all of the signalized intersections studied would operate at an acceptable level of service under cumulative conditions.

Parking

Access to the site will be provided via a driveway on Pacific Boulevard which accesses the below-grade parking garage to the condominiums.

The site plan shows the parking garage to provide 241 parking spaces including: 52 tandem parking spaces; 185 conforming parking spaces and four accessible parking spaces. Twenty of the conforming parking spaces would be used for guest parking. Section 27.64.160 of the City Zoning Code requires that a multi-family residential development provide 1.8 parking spaces per one-bedroom unit, 2.0 parking spaces per two-bedroom unit, and 2.2 parking spaces per unit with three or more bedrooms. The code thus requires that a garage provide 244 conforming spaces for the 111-unit project. The code only recognizes a tandem parking space as one conforming space. Based upon this standard, the project only provides a total of 187 conforming spaces. This represents a total of a 23 percent reduction in parking provided compared to the code requirement. If the tandem spaces were counted as meeting the requirement, the project would provide 241 parking spaces, a two percent reduction in parking supply compared to code requirements. It is also possible that due to the requirements of utility infrastructure required in the garage, the number of parking spaces proposed in the garage may be reduced by up to an additional five percent. The reduction in parking spaces is a TDM

measure incorporated as part of the project and is anticipated to reduce the number of trips generated by the proposed residential uses. Since the incorporation of this TDM Measure is anticipated to reduce the need for vehicle trips, it is likewise anticipated to result in a reduced number of vehicles and associated parking supply. Thus, it has also been determined that the project would not result in parking impacts to the surrounding area (refer to Attachment 3). This conclusion is further supported by the parking needs assessment prepared for the project when the project was initially proposed (refer to Attachment 13). The assessment included surveys of two similar existing developments which included reduced amounts of parking or tandem parking similar to the proposed project. The surveys concluded that these already constructed projects did not result in significant parking impacts.

Site Circulation and Access

The project proposes the location of the project driveway along Pacific Boulevard. It has been determined by the City of San Mateo Public Works Department, that the driveway is of an adequate dimension to allow two-way traffic and meets the triangle of visibility to ensure adequate sight distance when exiting or entering the project site. In addition, it has been determined that the length of the project driveway is adequate to accommodate any potential queuing of cars entering the site.

Project Impacts on Bicycle and Pedestrian Facilities

The volume of bicycle trips generated by the project are not expected to exceed the bicycle-carrying capacity of streets surrounding the site, and the increase in bicycle trips is not expected to require new off-site bicycle facilities.

The volume of pedestrian trips generated by the project are not expected to exceed the carrying capacity of sidewalks along the site frontage or of sidewalks on streets surrounding the site.

Project Impacts on Transit Service

Given that the site is served by two bus routes and Caltrain at the Hayward Park Train Station, it is anticipated that additional riders from the project could be accommodated by the existing service.

Construction Impacts

During construction it will be necessary to haul construction materials to the site. It is desirable to limit the amount of hauling in residential areas. It is Public Works policy for trucks to use the City of San Mateo Municipal Code (SMMC)-designated haul routes whenever possible and to use other arterials and collectors when necessary between the designated haul roads and the project site, with the intent of causing the least amount of impact to residential streets and areas (refer to Air Quality: Construction Impacts Mitigation).

Cumulative Traffic Impacts

The analysis also looked at the project's cumulative traffic impacts. This portion of the analysis evaluates cumulative, year 2010 traffic conditions for the PM peak hour. The 2010 PM peak-hour traffic volumes were obtained from the City of San Mateo traffic model. The project trips were added to the model-forecasted volumes to represent 2010 cumulative conditions with the project. The project will contribute to the growth in cumulative traffic demand. Intersection improvements identified in the City of San Mateo Traffic Mitigation Report will be required to maintain intersection levels of service within the adopted standards at some intersections.

MITIGATION MEASURES:

- The project will be required to pay Traffic Impact Fees based on the cumulative traffic increase.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,25
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 type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,3,4,23, 24,25
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"/>	1,2,3,4,23, 24,25
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"/>	1,2,3,4
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,3,4,23, 24,25
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"/>	1,2,3,4
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"/>	1,2,3,4

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

A sanitary sewer study was prepared to evaluate the sewer line capacity of the sewer lines in the project area (The Sanitary Sewer Capacity Study, V & A Consulting Engineers, Inc. June, 2005 and the City-Wide Sewer System Study, City of San Mateo, June 2005 are on file at the City of San Mateo's Public Works Department) Based upon these analyses, it has been determined that there is enough capacity in the system during dry weather flow conditions to accommodate the proposed development. During wet weather flow conditions, the proposed project will have an additional impact on the existing capacity of the Delaware Trunk Sewer.

Based upon the project's proposal to split sanitary sewer flows from the development by 50 percent into the pump station and 50 percent directly to the adjacent sanitary sewer lines, the peak flows during dry weather flow conditions will not substantially impact the capacity of the pump station.

The local collection sanitary sewer collection system serving the project site has infiltration and inflow during periods of wet weather which cause surcharging. The sanitary sewer system and the pump station are undersized for the current volumes of infiltration and inflow during wet weather. The proposed project will have an additional impact on the the local sanitary sewer collection system

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

MITIGATION MEASURES:

- The City Shall collect a development impact fee from all applicants of the proposed development projects within the Corridor Plan Area prior to the issuance of a building permit to defray the cost to construct improvements and upgrades to the wastewater conveyance system.
- Delaware Trunk Relief Project Charge - In order to meet the increased demands on the South Trunk Sewer system created by this project, the applicant shall contribute fees toward the construction cost to increase its capacity based upon the average projected sanitary flow. The fee will be based upon the City Council resolution in effect at the time the building permit application is made.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Information Sources</i>
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a) Does the project have the potential to (1) degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) reduce the number or restrict the range of a rare or endangered plant or animal, or (6) eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1.2,3,4,5,14,15
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 and the effects of other current projects.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1.2,3,4,5,11,19,27
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"/>	1,2,3,4,5,6,8,9,11,16,17,19,20,21,22

FINDINGS: No rare or endangered bird, reptile, insect and mammal species are present on the site. Trees to be removed from the site will be mitigated by the provision of replacement landscaping. In addition, mitigation measures regarding air quality construction impacts, geology and soils, hazardous materials, hydrology and water quality and noise are included in the project to ensure that potentially significant impacts associated with these topics would be reduced to a less-than-significant level or avoided.

The project is consistent with General Plan Land Use Element goals and policies which encourage development of multi-family residential transit oriented development uses on the project site. In addition, the project is consistent with the goals and policies of the Corridor Plan. In addition, the project is consistent with the City of San Mateo General Plan and Corridor Plan which include goals and policies related to achievement of long-term environmental goals.

The project site has long been designated for urban development in the City's General Plan and more recently in the Corridor Plan. The cumulative impacts of development on this site have been analyzed in the City of San Mateo General Plan and Corridor Plan EIRs since these document recognize and address impacts resulting from buildout consistent with the goals and policies pertaining to multi-family residential transit oriented development.

The proposed project will not result in cumulative impacts beyond those anticipated by implementation of the General Plan and the Corridor Plan. The proposed project will not have environmental effects which cause substantial adverse effects for reasons identified throughout this Initial Study.

MITIGATION MEASURES: Mitigation measures affecting biotic resources, cultural resources, air quality, traffic, noise, hazardous materials, water quality and utility impacts have been incorporated into the project and would reduce potentially significant impacts to less than significant level.