

**Attachment 5 - Initial Study/Mitigated Negative Declaration, August 23, 2010**



August 23, 2010

**NOTICE OF AVAILABILITY OF ENVIRONMENTAL DOCUMENT  
FOR PA 07-030 STATION PARK GREEN PROJECT**

**NOTICE IS HEREBY GIVEN** that the City of San Mateo has prepared an Initial Study/Mitigated Negative Declaration, which identifies and discusses potential environmental impacts of the project and, if necessary, proposes mitigation measures to be incorporated in the project to eliminate any potentially significant impacts, for the following project.

**PA 07-030 STATION PARK GREEN PROJECT**

- A. Mitigated Negative Declaration to Assess Environmental Impacts
- B. Specific Plan (Rezoning)
- C. Design Guidelines
- D. Site Development Permit (for removal of vegetation and grading)
- E. Development Agreement

Project Planner: Lisa Ring, Senior Planner  
330 W. 20<sup>th</sup> Avenue  
San Mateo CA 94403  
[lring@cityofsanmateo.org](mailto:lring@cityofsanmateo.org)

Project Applicant & Owner: EBL&S Development LLC  
30 W. Poplar Avenue  
San Mateo, CA 94402

ARJAX Railroad Associates II, LLC  
Jacksonville Railroad Associates, LLC  
230 South Broad Street  
Philadelphia, PA 19102

**AVAILABILITY OF NEGATIVE DECLARATION AND INITIAL STUDY:**

The application requires the preparation of an environmental impact assessment under the provisions of the California Environmental Quality Act (CEQA). Copies of the Initial Study/Negative Declaration are available at City Hall (330 West 20<sup>th</sup> Ave.), at the City's Main Library (55 West 3<sup>rd</sup> Ave, Reference Desk).

**PUBLIC COMMENT OF ENVIRONMENTAL REVIEW DOCUMENT:**

The public review period for the Draft Negative Declaration starts on **August 27, 2009** and extends to **September 27, 2010** (30 day public review period). Please submit all written comments on the Draft Negative Declaration to Lisa Ring, Senior Planner, City of San Mateo Planning Division, 330 West 20<sup>th</sup> Avenue, San Mateo, CA, 94403. If you have questions, please call Lisa Ring at (650) 522-7213. If any person challenges this item in court, that person may be limited to raising only those issues the person in written correspondence delivered at, or prior to, the public hearings.

**PROJECT SUMMARY:**

The Specific Plan proposes the demolition of the existing buildings on the project site and construction of a mix of residential, office, retail and park uses. The project program includes three potential development options of approximately 599 residential units, 10,000 to 45,000 square feet of office uses, 25,000 to 60,000 square feet of retail uses including the incorporation of a new 22,000 square foot Michael's retail store. The project will include up to 90 below-market rate units in accordance with the 15 percent below market rate requirement for the City of San Mateo. The project also proposes an approximately one-acre park and a network of parks and pedestrian pathways. The project also includes the Delaware SMART Street project, a multi-use path along Concar Drive, Tree planting in the vicinity of the project site and funding for flood improvements as part of the requested Development Agreement for the project.





## CITY OF SAN MATEO Initial Study

### PROJECT DESCRIPTION:

1. **Project Title and Number:** Station Park Green  
PA 07-030
2. **Lead Agency Name and Address:** City of San Mateo, Planning Division  
330 West 20<sup>th</sup> Avenue  
San Mateo, CA 94403-1388
3. **Contact Person and Phone Number:** Lisa Ring, Senior Planner  
(650) 522-7213
4. **Project Location and APN:** 1700 and 1790 S. Delaware St.  
APN 035-200-180, -060
5. **Project Sponsor's Name & Address:** EBL&S Development LLC  
30 W. Poplar Avenue  
San Mateo, CA 94402  
  
ARJAX Railroad Associates II, LLC  
Jacksonville Railroad Associates, LLC  
230 South Broad Street  
Philadelphia, PA 19102
6. **General Plan Designation:** Transit Oriented Development (TOD)
7. **Zoning:** Transit Oriented Development (TOD)
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 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 project site is included in the Corridor Plan area and is identified as part of the Hayward Park Station Area in the Corridor Plan. The Hayward Park TOD area allows predominantly residential uses, with some office, retail and services. Civic uses including public open space areas, multi-modal transit facilities and access ways and commuter parking facilities are also permitted in this area (refer to Attachments 1 and 2).

The Corridor Plan specifically allows for the following on the project site:

- Residential or office development on the project site with a maximum FAR of 3.0.
- Residential density of 50 dwelling units per acre
- Retail uses with a maximum FAR of 0.3
- Development of buildings at 35 to 55 feet in height.

**PROJECT SITE DESCRIPTION**

The project site consists of an approximately 12 acre parcel located at the northwest corner of South Delaware Street and Concar Drive (refer to Attachments 1 and 2). The project site is the current location of the K-Mart and Michael’s Arts and Crafts retail buildings. These buildings have a substantial amount of adjacent surface parking and minimal landscaping. The project site also includes the Shell service station located at the corner of Delaware Street and Concar Drive. The subject property is adjacent to a variety of uses including commercial and office uses directly to the north; multi-family and single-family uses to the north and east; retail uses to the south and southeast adjacent to State Route 92; and the Hayward Park Caltrain Station and rail line directly to the west. The property has a land use designation and zoning of Transit Oriented Development (TOD).

**PROPOSED PROJECT**

The Specific Plan proposes the demolition of the existing buildings on the project site and construction of a mix of residential, office, retail and park uses (refer to Attachment 2). The project program includes three potential development options of approximately 599 residential units, 10,000 to 45,000 square feet of office uses, 25,000 to 60,000 square feet of retail uses including the incorporation of a new 22,000 square foot Michael’s retail store. The project will include up to 90 below-market rate units in accordance with the 15 percent below market rate requirement for the City of San Mateo. The project also proposes an approximately one-acre park and a network of parks and pedestrian pathways.

**Table 1-Project Land Uses**

Options <sup>1</sup>	Dwelling Units	Retail Sq. Ft. <sup>2</sup>	Required In-line retail/Restaurant Sq. Ft.	Restaurant Sq. Ft (can be 15% of allowable retail)	Office Sq. Ft.
Option 1	599	60,000	5,000 with 1,500 max. per retail/restaurant space	9,000	10,000
Option 2	599	25,000*	5,000 with 1,500 max. per retail/restaurant space	3,750	45,000
Option 3 <sup>2</sup>	599	32,000**	5,000 with 1,500 max. per retail/restaurant space	4,800	38,000

<sup>1</sup> 1,000 square feet of Retail/Service/Restaurant uses is interchangeable with 1,000 sq feet of office uses. A minimum of 25,000 sq. ft. of Retail/Service/Restaurant uses must be provided.

<sup>2</sup>Retail/restaurant uses are subject to a maximum of 15,000 square feet of floor area per establishment except for supermarkets and drug stores. Retail uses are those defined as allowed per Chapter 27.30 of the City of San Mateo Municipal Code-C1 Districts-Neighborhood Commercial

\* Option 2 would not include the development of a new Michael’s Store-all new retail/restaurant uses

\*\*Option 3 includes development of a new 22,000 Michael’s Store (maximum square footage)

The plan proposes division of the site into nine “blocks” divided by a street and pedestrian ways connecting to the existing street grid. The blocks would generally contain different lands uses, with all-residential blocks proposed along the northwest portion of the site; mixed use, commercial and office uses along Concar Drive; and higher density residential uses adjacent to the Hayward Park Caltrain Station and Concar Drive. A variety of housing types at varying building

heights are proposed as part of the project. The housing types include townhouses, flats and lofts (refer to Attachment 2). The project proposes townhouse or townhouse type units along South Delaware Street in conformance with the 35 foot height limit at this location. An approximately one-acre park is proposed at the center of the site and it is anticipated portions of the blocks surrounding this park would contain neighborhood serving retail uses. The project also proposes a network of pedestrian path and other smaller parks throughout the development, for a total 1.9 acres of open space provided on the site.

The project includes a Specific Plan which outlines the potential development (land uses, density of land uses, infrastructure and amenities that could be developed on the project site. The Design Guidelines work to prescribe detailed design requirements to supplement the framework identified in the Specific Plan. The Design Guidelines set the standards for the physical design of the residential, retail and office buildings, as well as that of the open spaces, pedestrian and pedestrian ways. The Guidelines specify the setbacks, floor area, entry location, building expression, materials, landscaping and open space locations for each of the nine “blocks” identified in the Specific Plan. The Guidelines also specify design criteria for the streetscape indicating street sections and widths, trees to be planted, sidewalk and paving treatments and amenities incorporated into the streetscape.

The project could ultimately be developed under either of the three options described above. It could also be developed in a combination of the options by interchanging the square footage of retail uses with office uses under the ratio provided in the plan, however, the project cannot exceed the total commercial square footages or number of residential units listed in Table 1 above. The environmental review provided in this document is intended to cover all three project options and allowable project square footage combinations within the allowable square footage limits listed in the Specific Plan and in the table above.

### ***Parking***

The project proposes 1,150 parking spaces throughout the project site. The majority of the proposed parking would be below-grade, with some surface parking to be constructed to serve the neighborhood serving retail uses (refer to page 116-117 of Attachment 2 -Specific Plan and Attachment 14). In accordance with the Corridor Plan, the project proposes shared parking between the proposed land uses within the project. Shared parking therefore reduces the total number of parking spaces required compared to what the same uses would require in stand-alone developments. Mixed-use development creates opportunities for shared parking because of the staggered demand peaks for parking associated with different uses. All land uses generate unique levels and patterns of parking demand, varying by time of day and day of the week. Parking supplies at mixed-use locations accommodate these demand fluctuations more efficiently than segregated supplies, by accommodating peaking uses with spaces left vacant by other uses, thereby substantially reducing the overall number of parking spaces needed by a project

Parking for the proposed residential units would be provided at ratios that are the same as parking required for downtown residential uses. These ratios are the following: Studio Unit-1.0 spaces; 1 Bedroom Unit-1.3 spaces; 2 Bedroom Unit-1.5 spaces and 3 Bedroom Unit-1.8 spaces. A total of 839 parking spaces will dedicated exclusively for the residents of the units. A parking supply of 311 parking spaces, including 127 residential visitor spaces, will be available to be shared between the residential visitor, office and retail/restaurant uses. For a detailed description of the shared parking analysis refer to Section XVI Transportation/Traffic and Attachment 14).

### ***Site Circulation and Access***

The project proposes access for the project site at various locations, including a driveway that provides access from South Delaware Street directly opposite Charles Lane; a driveway that provides access from Concar Drive directly opposite the State Route 92 ramps and a pedestrian alleyway providing access from Concar Drive to the eastern portion of the site. The circulation for the proposed project is network of streets and alleys that divide the proposed land use block as shown on Pages 96-98 of Attachment 2-Specific Plan.

### ***Bicycle and Pedestrian Improvements***

The project proposes a network of pedestrian and bicycle pathway within the project site. As stated above, the project site is divided into blocks with a grid of internal street ways and paths providing access to the blocks. The streets within the

development are intended for high pedestrian use and are designed in variety of configurations with sidewalks, planting strip buffers and bikeways. The project also proposes a plaza area at the corner of the South Delaware Street and Concar Drive intersection (refer to page 116 of Attachment 2-Design Guidelines) and sidewalks and planting buffers at the perimeter of the project site in accordance with the Corridor Plan. Please refer to pages 109 and 110 of Attachment 2 - Specific Plan and Attachment 3).

The project proposes a Class II bicycle path leading from South Delaware Street and Charles Lane through the site toward the Hayward Park Train Station. A Class I bike lane is proposed at the eastern boundary of the site directly adjacent to the park and ride lot. For a detailed description of the bicycle facilities proposed along South Delaware Street and Concar Drive refer to the Development Agreement section below.

### ***LEED for Neighborhood Development***

The project is proposed to be developed at LEED for Neighborhood Development level and incorporates many sustainable features including storm water management into the overall design of the of the project, as well as Transportation Demand Measures (TDM). For a detailed discussion of the measures potentially included in the project to achieve a LEED for Neighborhood Development level refer to Section VII-Greenhouse Gas Emissions.

### ***Phasing***

As stated above, the current project includes a Specific Plan and Design Guidelines which outlines the potential development on the project site and the design requirements and standards for this potential development. The implementation of the Specific Plan is likely to take places in phases, until each of the components of the plan is developed and buildout of the Specific Plan is achieved. The individual projects would likely require the approval of several permits including individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines; Tentative and Final Maps for the subdivision of the site; and Site Development Permits for grading and removal of vegetation;. As such, additional, phase-specific studies may be required to determine consistency with the applicable documents listed above.

### ***Development Agreement***

The project is requesting a Development Agreement to extend the entitlements for the project to a length of ten years for each portion of the project from the date of final City Council approval. As part of the Development Agreement, the project would implement the following public benefits:

- South Delaware Street-Provide funds for design and construction of a portion of the SMART Street project along the South Delaware frontage of the project. The SMART street project is proposed to implement the strategies in the San Mateo Rail Corridor Plan and calls for the narrowing of South Delaware Street from four lanes to three lanes between Charles Street and Garvey Way and from four lanes to two lanes between Garvey Way and 16<sup>th</sup> Avenue, to accommodate the addition of a Class II bicycle lane that will extend from Charles lane to Guilford Avenue and establish a more bicycle friendly and pedestrian environment. In addition, the sidewalks along South Delaware Street between these streets shall be widened to provide a more extensive planting buffer to treat stormwater runoff generated from South Delaware Street (refer to Page 110 of Attachment 2 -Specific Plan and Attachment 3). Although the project is limited to provision of a portion of the funds to design and construct this improvement, this Initial Study/Mitigated Negative Declaration is intended to provide analysis and environmental clearance for construction of this improvement.
- Concar Drive-Dedication of land for the development of a Class I bike facility and landscaping strip along the southern project frontage (Concar Dr). Concar Drive provides an important connection for pedestrians, bicyclists, and vehicles to the Hayward Park Train Station. The sidewalk of Concar Drive will be widened adjacent to the project frontage to accommodate a Class I multi-use path and planting buffer (refer to page 109 of Attachment 2 -Specific Plan and Attachment 3). The development of this multi-use path will require dedication of land from the project site and slight realignment of the Concar Drive and South Delaware intersection as well as shifting of Concar Drive between South Delaware Street and the State 92 ramps (by less than 2 feet to the south). Although the project is limited to dedication

of land for the development of the bike lane, this Initial Study/Mitigated Negative Declaration is intended to provide analysis and environmental clearance for construction of this improvement.

- **Flood Improvements**-Provide funding for Residual flooding preliminary engineering study. This funding would be provided to bicycle improvements in the vicinity of the project, if the above study is determined not to be needed.
- **Tree Planting**-Provide funds for planting and two year maintenance for trees in the 19th Avenue Park neighborhood (refer to Attachment 3). This improvement is intended to both enhance the streets within the 19<sup>th</sup> Avenue Park neighborhood, as well as improve design continuity between two adjacent neighborhoods. The City's Arborist and the Developer's landscape architect will select the range of trees offered as part of the benefit. Trees will be of the same size and species as other trees planted at Station Park Green. Their boxes will be, at minimum, twenty-four inches (24"). Trees will be planted on private property according to a design completed by the Developer's landscape architect. This benefit is intended to serve the residents of 19<sup>th</sup> Avenue Park. After planting the trees, the Developer will be responsible for their maintenance (pruning as necessary, watering, etc.) and care for 24 consecutive months. Thereafter, the trees will be the responsibility of each private owner on whose property a tree has been planted. Participation in the program by homeowners in the 19<sup>th</sup> Avenue Park neighborhood is entirely voluntarily (refer to Attachment 3).

The final list of public benefits that would be provided will be determined by the City Council and would be included in the final Development Agreement for the project.

**9. Requested Permits:**

- Specific Plan (Rezoning)
- Design Guidelines
- Site Development Permit (for grading and removal of vegetation)
- Development Agreement

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

**10. Other public agencies whose approval is required:**

As part of the public benefits proposed as part of the Development Agreement for the project, the project incorporates improvements that would require Caltrans approval:

- Development of the Class I Bike Path along Concar Drive.

If these improvements are not included as part of the project, approval by Caltrans is not required. However, if the project requires the use of any portion of the Caltrans right-of way during construction of the project, an encroachment permit would be required to be obtained from Caltrans.

**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 and Forestry Resources       | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                       | <input checked="" type="checkbox"/> Geology /Soils                     |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality          |
| <input 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:** 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.

*Jose King* Senior Planner  
 \_\_\_\_\_  
 Planner Name, Planner Title

*8/24/10*  
 \_\_\_\_\_  
 Date

*Ronald Munekawa*  
 \_\_\_\_\_  
 Ronald Munekawa, Chief of Planning

*8/24/10*  
 \_\_\_\_\_  
 Date

## 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.

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

### **Attachments:**

1. **Vicinity Map**
2. **Project Plans (Specific Plan and Design Guidelines-July 23, 2010)**
3. **Development Agreement Plans**
4. **Shade and Shadow Study (Solar Studies), Station Park Green, SMWM, August 30, 2006**
5. **Station Park Green Greenhouse Gas Emissions, Donald Ballanti Consulting Meteorologist, October 1, 2009**
6. **Arborist Report-Arborwell, Inc.-May, 2010**
7. **Preliminary Geotechnical Investigation-Hayward Park Green, ARUP, December, 2006**
8. **Phase I Environmental Site Assessment Kmart Plaza and Shell Station Properties 1700 and 1790 S. Delaware St., San Mateo, CA Earthtech, Inc., July 2006 (*the Appendices to this report are on file with the City of San Mateo Planning Division*)**
  - **Site Investigation Work Plan-Shell-Branded Service Station, 1790 S. Delaware Street, San Mateo, CA Conestoga-Rovers & Associates, April 13, 2010**
  - **San Mateo County Health System-Letter-September 30, 2009**
  - **Soil Sampling Report-Shell-Branded Service Station 1790 S. Delaware Street, San Mateo, CA, Conestoga-Rovers & Associates, September 3, 2009**
  - **San Mateo County Health System-Pending Case Closure Letter, May 12, 2009**
9. **Station Park Green-Conceptual Hydrology Study-ARUP, November 24, 2007**
10. **Station Park Green Preliminary Stormwater Quality Strategy, ARUP, November 24, 2007**
11. **Station Park Green TDM Program, Nelson Nygaard Consulting Associates, August 12, 2010, 2010**
12. **Station Park Green Noise and Vibration Analysis, ARUP, December 12, 2007**
13. **Station Park Green Traffic Impact Analysis, Hexagon Transportation Consultants, June 7, 2009 (*the Appendices to this report are on file with the City of San Mateo Planning Division*)**
14. **Station Park Green Shared Parking Analysis, Nelson Nygaard Consulting Associates and Hexagon Transportation Consultants, April 30, 2010.**
15. **Conceptual Sanitary Sewer Study-ARUP, December 2007**

### **References:**

16. **City of San Mateo General Plan**
17. **City of San Mateo Rail Corridor Transit Oriented Development Plan**
18. **City of San Mateo Municipal Code**
19. **Site Visits and Analysis**
20. **County of San Mateo Health Department List of Contaminated Sites-2001**
21. **Uniform Building Code**
22. **Uniform Fire Code**
23. **Bay Area Air Quality Management District CEQA Guidelines, April 1996**
24. **USGS Map Showing Faults and Earthquake Epicenters in San Mateo County, CA**
25. **Citywide Archaeological Investigations, City of San Mateo, CA**
26. **San Mateo Historic Resources Inventory**
27. **City-Wide Sewer System Study, City of San Mateo, June 2005**

# I. AESTHETICS

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	16,17,19 2,3
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	16,17,19 2,3
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"/>	16,17,19 2,3,4
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	16,17,19 2,3

**FINDINGS:** The project proposes the construction of a mixed use project and associated parking on the approximately 12 acre 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 the portion of State Route 92 that is designated as a scenic highway. Although the proposed project would be highly visible from State Route 92, along South Delaware Street, Concar Drive and the Hayward Park Station and rail line, the development would not substantially alter the visual character of the project site or these roadways.

The project site has three commercial buildings. The site has large amount of surface parking and minimal landscaping. The project proposes to demolish the buildings on the site and the mixed use project. The visual character of the site will change by introducing higher density uses, as viewed from State Route 92, South Delaware Street, Concar Drive, the adjacent rail line and station 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 General Plan and Zoning Code. 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 mixed use 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 affect day or nighttime views in the area.

The proposed structures will have a height of 35 to 55 feet and the shadow study prepared as part of the proposed project does indicate the construction of buildings would result in an increase in shade and shadow along South Delaware Street, Concar Drive and the Hayward Park Train Station park and ride lot. However, there are street lights and intersection safety lighting that exist along Concar Drive. These lights have individual photo sensors that turn on the lights when ambient light starts to dim. These lights are set at standards to provide enough light so that vehicles, pedestrians and bicycles can traverse the area safely. Based on these studies, it is not anticipated that any additional shade or shadow would result in the adjacent residential neighborhoods.

In addition, the proposed structures are not anticipated to produce significant shade upon open space areas within the development. There are no public open space areas adjacent to the project site that would be significantly impacted by shade from the project (refer to Attachments 2 and 4).

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would not result in significant aesthetic impacts.

**MITIGATION MEASURES:** None Required

## II. AGRICULTURE AND FOREST RESOURCES

<b>ISSUES:</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
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"/>	16,17,19 2,3
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"/>	16,17,19 2,3
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16,17,19 2,3
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16,17,19 2,3
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	16,17,19 2,3
<p><b>**</b> <i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland,, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</i></p>					

**FINDINGS:** The project site is not currently used or zoned for agricultural purposes, nor are there any agricultural uses, farmland or forest land 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. The proposed public benefits included as part of the Development Agreement would not result in significant impacts to agricultural resources.

**MITIGATION MEASURES:** None Required

### III. AIR QUALITY

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
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"/>	2,3,16 17
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"/>	2,3,16 17
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,16 17
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,16 17
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3
<i>** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i>					

**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 project is in conformance with the air quality analysis prepared for the San Mateo Rail Corridor Plan which states that development in the Corridor Plan would result in less than significant air quality impacts based projected regional and local criteria pollution levels resulting from buildout of the Corridor Plan. In addition, this project includes Transportation Demand Management (TDM) measures that would further reduce vehicle trips and pollutant emissions.

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 proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street and the development of the multi-use path along Concar Drive would result in similar air quality impacts to the proposed residential, office and retail uses.

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:

Applicable BAAQMD Basic and Enhanced Control Measures shall be implemented at all construction sites for projects within the Corridor Plan Area. Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project will include the following mitigation measures and specific controls to be implemented shall include the following:

- 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 - For material delivery vehicles equal to, or larger than two-axle, six-tire single unit truck (SU) size or larger as defined by FHWA Standards, the applicant shall submit a truck hauling route that conforms to City of San Mateo Municipal Code Section 11.28.040 to the approval of the City Engineer. A letter from the applicant confirming the intention to use this hauling route shall be submitted to the Department of Public Works, and approved, prior to the issuance of any City permits. All material hauling activities including but not limited to, adherence to the approved route, hours of operation, staging of materials, dust control and street maintenance shall be the responsibility of the applicant. All storage and office trailers will be kept off the public right-of-way. Tracking of dirt onto City streets and walks will not be allowed. The applicant 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 shall be removed immediately. All material hauling activities shall be done in accordance with applicable City ordinances and conditions of approval. Violation of such may be cause for suspension of work.
- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

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

With the implementation of these measures the project would result in a less than significant air quality impacts.

#### IV. BIOLOGICAL RESOURCES

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
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"/>	2,3,16, 17
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16, 17
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"/>	2,3,16, 17
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"/>	2,3,16, 17
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"/>	2,3,6,16, 17
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"/>	2,3,16, 17

**FINDINGS:** The project would not impact any threatened or endangered biological resources. The approximately 12 acre project site is developed with commercial buildings, surface parking and minimal landscaping. There are 99 existing heritage trees on the project site, including eucalyptus, pine, and oak trees (refer to Attachment 6). 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 156 24-inch box and 147 36-inch box trees and eight 48-inch box trees throughout the project site. These would include a variety of species such as cottonwood, cedar, redwood, and various flowering trees. 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 proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive would require the removal of existing street trees along these two project site and frontages and within the limits of the proposed improvements. The existing street trees within the public right-of-way at these locations will be replaced with appropriate street trees in accordance with the streetscape master plan for this area. The proposed tree planting in the 19th Avenue neighborhood would not result in significant biological impacts.

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:**

Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project will include the following mitigation measures:

- 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.

With the implementation of these measures the project would result in a less than significant impact to biological resources.

**V. CULTURAL RESOURCES**

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16, 17,26
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,16, 17,25
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"/>	2,3,16, 17,25
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"/>	2,3,16, 17,25

**FINDINGS:** No historic properties or prehistoric archaeological resources were identified on the project site during the cultural resource assessment conducted for the Corridor Plan. As stated above, project site consists of two parcels located at the northwest corner of South Delaware Street and Concar Drive. The site has been used for commercial retail and auto repair services since the 1960’s. The primary building on the site (Kmart Building) is approximately 160,000 square feet in size with surface parking and minimal landscaping. This building was constructed in 1973 and is constructed of stucco plaster with a glass/metal storefront on a portion of the building. The building contains both the retail uses (ground floor) and office uses (second floor). The Michael’s Arts and Crafts retail building was also constructed in the 1970’s. This building is approximately 19,000 square feet in size and is also constructed of concrete block with stucco plaster with a glass/metal storefront. The Shell service station parcel has been in operation as a service station since the 1960’s. It is a one-story building approximately 2,800 square feet in size. It contains retail gasoline sales, a convenience market and automotive repair with two bays.

None of the buildings possesses distinctive characteristics of a type, period, region or method of construction. The buildings do not possess high artistic value, nor do they appear to represent the work of a master. None of the buildings is over 50 years of age, nor meet the criteria for considering the building eligible for either the California and/or National Register. Based upon this information, it has been determined that the buildings on the project site are not historically significant and that the demolition of the buildings 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.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would result in similar cultural resources impacts to the development of the proposed residential, office and retail uses.

Although the likely hood of encountering subsurface cultural resources on the project site is low, the project includes the following measures to ensure an appropriate response if any resources are determined to existing on the project site.

- The City of San Mateo shall require implementation of a monitoring and response procedure during construction of any proposed project within the project area in order to avoid adverse effects on potentially significant archaeological resources. Specific steps in the procedure are described below:
- Prior to construction, the construction contractor and subcontractors shall be informed of the legal and regulatory consequences of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other significant cultural materials from the site. Significant cultural materials include but are not limited to: aboriginal human remains; chipped stone; groundstone; shell and bone artifacts; concentrations of fire-cracked rock; ash and charcoal; shell; bone; and historic features such as privies or building foundations.
- If, during any phase of project construction, archaeological resources or human remains are discovered, work shall be halted within a 50-foot radius of the find. Work shall not be resumed until the find has been evaluated and potential significance determined by a qualified professional archaeologist.
- If the qualified archaeologist determines that any finds are significant, then representatives of the construction contractor, the City of San Mateo, and the qualified archaeologist shall determine the appropriate course of action. In the event that human remains are discovered, the provisions outlined in CEQA Guidelines Section 15064.5 shall be implemented. This would require consultation with the Native American Heritage Commission, if the remains are Native American.
- All artifacts or samples collected as part of the initial discovery, monitoring, or mitigation shall be properly preserved, catalogued, analyzed, evaluated, and curated along with the associated documentation in a professional manner consistent with current archaeological standards.

The project would result in a less than significant impact to archeological resources.

## VI. GEOLOGY AND SOILS

<b>ISSUES:</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,7,16,17,2124

<b>ISSUES:</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,7,16,17 21,24
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,7,16,17 21,24
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,7,16,17 21,24
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,7,16,17 21,24
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"/>	2,3,7,16,17 21,24
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"/>	2,3,7,16,17 21,24
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,7,16,17 21,24

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

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.

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 ARUP (refer to Attachment 7), 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.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART Street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would not result in significant geology impacts

It is the opinion of the consulting engineer that the site is suitable for the proposed new mixed use and residential building, however, since the project site has a high water table, recommendations to address this issue, particularly related to adequate foundation support and excavation and shoring during construction are outline below.

**MITIGATION MEASURES:**

Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project will include the following mitigation measures:

- Removal of Bay Mud from the site and replacement with structural fill and/or concrete as appropriate fro proposed building foundations.
- Since a deep foundation will be required to construct the below grade parking, it is anticipated that a mat foundation will be used to support the proposed buildings. This type of foundation will provide adequate support for the load of the proposed buildings and will be effective in resisting hydrostatic uplift due to groundwater, In addition, a mat foundation will reduce the effects of potential earthquake induced settlement.
- All the measures identified in the Geotechnical report regarding earthwork, foundation support and pavements will be incorporated as part of the project. Including the use of Type V sulfate-resistant cement be used for concrete in contact with the site soils to resist soil corrosion; extra cover thickness for foundation concrete to account for the high chlorine content in soil and groundwater and the use of a waterproofing membrane in the foundations.

**Phasing**

- Subsequent geotechnical studies will be prepared as part of the SPAR permits to construct each phase of the project. These reports will include the measures identified in the Geotechnical report identified above and will provide specific design criteria for each building to be developed. 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 for each phase of the project.
- A Geotechnical Engineer will be retained to observe site grading and foundation installation during the phases of construction for this project and to observe compliance with the design concepts, specifications and recommendations in the Geotechnical report.

With the implementation of these measures the project would result in a less than significant impact to regarding geology and soils.

**VII. GREENHOUSE GAS EMISSIONS**

<b>ISSUES:</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,5
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,5

In order to determine the project's impact on the production of greenhouse gases, the City of San Mateo as lead agency commissioned Don Ballanti, Certified Consulting Meteorologist, to prepare a greenhouse gas study to quantify the project's projected impacts in this area (refer to Attachment 5).

## Background

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

California State law defines greenhouse gases as:

- Carbon Dioxide (CO<sub>2</sub>)
- Methane (CH<sub>4</sub>)
- Nitrous Oxide (N<sub>2</sub>O)
- Hydrofluorocarbons
- Perfluorocarbons
- Sulfur Hexafluoride

The overall approach to the GHG calculation is based upon the technical advisory of the Governor's Office of Planning and Research (OPR) embodied in the document CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review. According to the Governor's Office of Planning and Research, the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide. The last 3 of the six identified GHGs are primarily emitted by industrial facilities. For this analysis, only carbon dioxide, methane and nitrous oxide emissions will be considered. These primary greenhouse gases are described below.

### Carbon dioxide (CO<sub>2</sub>)

Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, the concentration of carbon dioxide in the atmosphere has increased 35 percent. Carbon dioxide is the most widely emitted GHG and is the reference gas (Global Warming Potential of 1) for determining GWPs for other GHGs.

### Methane (CH<sub>4</sub>)

Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. In the United States, the top three sources of methane are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, which is used for space and water heating, steam production, and power generation. The GWP of methane is 21.

### Nitrous Oxide (N<sub>2</sub>O)

Nitrous oxide is produced by both natural and human-related sources. Primary human-related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 310.

### Greenhouse Gas Effects

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year,

more high ozone days, more large forest fires, and more drought years.<sup>1</sup> Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

### Statewide Greenhouse Gas Programs

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gases (GHG) would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.<sup>2</sup>

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. CARB staff is preparing a scoping plan to meet the 2020 greenhouse gas reduction limits outlined in AB 32. In order to meet these goals, California must reduce their greenhouse gases by 30 percent below projected 2020 levels, or about 10 percent from today's levels.

### Sources of Greenhouse Gas Emissions

Anthropogenic GHG emissions worldwide as of 2005 totaled approximately 30,800 CO<sub>2</sub> equivalent million metric tons (MMT<sub>CO<sub>2</sub>E</sub>).<sup>3</sup> The United States was the top producer of greenhouse gas emissions as of 2005. The primary greenhouse gas emitted by human activities in the United States was CO<sub>2</sub>, representing approximately 84 percent of total greenhouse gas emissions. Carbon dioxide from fossil fuel combustion, the largest source of US greenhouse gas emissions, accounted for approximately 80 percent of US GHG emissions.

The primary contributors to GHG emissions in California are transportation, electric power production from both in state and out-of-state sources, industry, agriculture and forestry, and other sources, which include commercial and residential activities. These primary contributors to California's GHG emissions and their relative contributions are presented in Table 1.

### Greenhouse Gas Emission Estimate Methodology

OPR's technical advisory states that "the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide." The calculation presented below discusses existing and future operational emissions in terms of CO<sub>2</sub>-eq emissions from vehicular traffic, area sources, and energy consumption.

### Construction Emissions

The URBEMIS-2007 program was used to calculate construction emissions of carbon dioxide. The URBEMIS-2007 program was used to calculate emissions from site grading, construction of buildings, paving and other activities using URBEMIS-2007 default estimates of equipment usage and construction travel. The URBEMIS-2007 output is attached.

Emissions of methane and nitrous oxide were estimated separately based on the URBEMIS-2007 estimates of carbon dioxide from diesel construction vehicles and equipment. Published methane and nitrous oxide emission factors were utilized to estimate project emissions of these gases based on the estimated carbon dioxide emissions. Because these gases are more powerful global warming gases the emissions were multiplied by a correction factor to estimate "carbon dioxide equivalents". Methane was assumed to have a Global Warming Potential of 21 times that of CO<sub>2</sub>, while nitrous was assumed to have a Global Warming Potential of 310 times that of CO<sub>2</sub>. A spreadsheet is attached that shows the

adjustment of the construction emissions to account for methane and nitrous oxide emissions, with the result reported as “CO2 equivalent”.

Construction emissions are a one-time event and do not represent a continuous future source of GHG emissions. While construction emissions were calculated assuming construction occurred in a single year, they could actually be spread over a longer or shorter period of time. The magnitude of construction emissions, however, is unaffected by how long the construction activity occurs.

### Direct Emissions

Estimates of carbon dioxide generated by project traffic and area sources were made using a program called URBEMIS-2007 (Version 9.2.4). URBEMIS-2007 is a program used statewide that estimates the emissions that result from development projects. Land use projects can include residential uses such as single-family dwelling units, apartments and condominiums, and nonresidential uses such as shopping centers, office buildings, and industrial facilities. URBEMIS-2007 contains default values for much of the information needed to calculate emissions. However, project-specific, user-supplied information can also be used when it is available.

Inputs to the URBEMIS-2007 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Daily trip generation for the project was provided by Hexagon Transportation Consultants. Average trip lengths and speeds for San Mateo County were used. The analysis was carried out assuming a 2010 vehicle mix.

Area source emissions of carbon dioxide were also quantified by the URBEMIS-2007 program. The URBEMIS program identifies 5 categories of area source emissions:

- Natural Gas Combustion
- Hearth Emissions
- Landscaping Emissions
- Architectural Coating
- Consumer Products

Natural gas emissions result from the combustion of natural gas for cooking, space heating and water heating. Estimates are based on the square footage of nonresidential land uses.

Hearth emissions consist of emissions from wood stoves, wood fireplaces, and natural gas fireplaces related to residential uses. The project would not entail sources of this type.

URBEMIS calculates emissions from fuel combustion and evaporation of unburned fuel by landscape maintenance equipment. Equipment in this category includes lawn mowers, rotor tillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used in residential and commercial applications. This category also includes air compressors, generators, and pumps used primarily in commercial applications.

Consumer product emissions are generated by a wide range of product categories, including air fresheners, automotive products, household cleaners and personal care products. These emissions are related to residential uses and would not be associated with the proposed project.

Architectural coating emissions result from the evaporation of solvents contained in paints, varnished, primers and other surface coatings associated with maintenance of residential and nonresidential structures. In URBEMIS-2007, this source generates ROG emissions but not carbon dioxide.

The URBEMIS-2007 results for carbon dioxide are attached. The output shows annual emissions of carbon dioxide.

While URBEMIS-2007 estimates carbon dioxide emissions from land use projects, there are other global warming gases that should be considered. Emissions of methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) were estimated separately based on the URBEMIS-2007 estimates of carbon dioxide from vehicles and natural gas combustion. CH<sub>4</sub> and N<sub>2</sub>O emission factors from Table B in BAAQMD's Source Inventory of Bay Area Greenhouse Gas Emissions were utilized in a spreadsheet to

estimate project emissions of these gases.<sup>4</sup> Because these gases are more powerful global warming gases the emissions were multiplied by a correction factor to estimate “carbon dioxide equivalents”. CH<sub>4</sub> was assumed to have a Global Warming Potential of 21 times that of CO<sub>2</sub>, while N<sub>2</sub>O was assumed to have a Global Warming Potential of 310 times that of CO<sub>2</sub>. The attached spreadsheet output shows the calculation of CH<sub>4</sub> and N<sub>2</sub>O carbon dioxide equivalents and the calculation of total estimated CO<sub>2</sub> equivalent emissions for the project from all identified sources.

### Indirect Emissions

Indirect emissions are related to secondary emissions of global warming gases emitted away from the site and not directly related to project activities. For example, a portion of the electricity used by the project will be generated by fossil-fueled power plants that generate global warming gases.

Global warming gas emissions related to electricity use were estimated using average annual electrical consumption for commercial space recommended by the California Energy Commission. Emission rates for CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O per megawatt hour were taken from the California Climate Action Registry General Reporting Protocol, Version 3.0. Project electrical usage factor was multiplied by the emission rates per megawatt hour to obtain annual emissions for CO<sub>2</sub>, CH<sub>4</sub> and N<sub>2</sub>O. These emissions were converted to CO<sub>2</sub> equivalents. The calculation is shown in the attached spreadsheet output.

### Results

The project's incremental increase in GHG emissions associated with construction, traffic increases, and direct/indirect energy use are shown in Table 2. Construction emissions are a one-time event and so are presented in metric tons. Operational emissions would continue indefinitely, and are presented in metric tons per year. Construction and operational are not additive because operational emissions do not begin until construction is completed.

The emissions shown in Table 3 do not reflect mitigation measures incorporated into the project. The project will utilize a number of Transportation Demand Management (TDM) measures, estimated to reduce vehicle trips by 28 to 34%. The project is also anticipated to receive LEED Neighborhood Development Certification. LEED Certification is expected to reduce natural gas and electrical consumption 17.5% below compliance with Title 24, which is the base case assumption used by URBEMIS-2007 in estimating emissions.

**Table 1: GHG Sources In California, 2004**

Source Category	Annual GHG Emissions (MMT <sub>CO2E</sub> )	Percent of Total
Agriculture	27.9	5.8
Commercial Uses	12.8	2.6
Electricity Generation	119.8	24.7
Forestry (Excluding sinks)	0.2	0.0
Industrial Uses	96.2	19.9
Residential Uses	29.1	6.0
Transportation	182.4	37.7
Other	16.0	3.3
Totals	484.4	100.0

Source: California Air Resources Board, California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, 2007.

**Table 2: Unmitigated Greenhouse Gas Emissions, in Metric Tons CO<sub>2</sub>e**

	Option 1	Option 2
Construction	1,991.63	1,912.95
Project Operation		
Direct Mobile Sources	6,751.49	6,653.66
Direct Area Sources	1,132.43	1,091.46
Indirect Electrical Usage	1,962.91	1,755.75
Indirect Water Conveyance	0.26	0.26
Total	9,847.09	9,501.13

For the purposes of this analysis, the proposed project would result in a cumulatively considerable contribution to the cumulative impact of global climate change if it would substantially conflict with or obstruct the implementation of GHG emissions reduction goals under AB 32 or other State regulations. The proposed office project does contribute to GHG emissions as stated in Table 2 above, but meets the intent of AB 32 by reducing its overall GHG emissions.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would result in similar greenhouse gas impacts to the development of the proposed residential, office and retail uses.

**MITIGATION MEASURES:**

- TDM Measures- The project includes the following TDM Measures: First-Class Tele-Commuting Opportunities; Carsharing, Shuttle Service; Neighborhood-Serving Retail; Bicycle Storage; Unbundled Parking; Shared Parking TMA Participation; Transportation Kiosk; Improved Transit Stop; and Transportation Coordinator. It has been determined that the incorporation of all these measures into the project will result in an overall long-term 26-36%% trip reduction.
- LEED Neighborhood Development Certification. LEED Certification is expected to reduce natural gas and electrical consumption 17.5% below compliance with Title 24, which is the base case assumption used by URBEMIS-2007 in estimating emissions and would potentially include the measures listed below. The LEED Neighborhood Development Certification is based on several key concepts including: Smart Location and Linkage; Neighborhood Pattern and Design; Green Infrastructure and Buildings; and Innovation and Design Process (LEED 2009 for Neighborhood Project Scorecard-U.S. Green Building Council-2009). The following are some of the measures included in the project based on the categories listed above:

**Smart Location and Linkage**

- Brownfield Redevelopment
- Location with reduced Automobile Dependence
- Bicycle Network and Storage
- Housing and Jobs Proximity

**Neighborhood Pattern and Design**

- Walkable Streets;
- Compact Development
- Mixed Use Neighborhood Centers
- Mixed Income-Diverse Communities
- Tree Lined and Shaded Streets
- Access to Recreational Facilities
- Access to Civic and Public Spaces
- Reduced Parking Footprint

- Transit Facilities
- Visitability and Universal Design

The project buildings and landscaping would incorporate the following or similar measures:

**Green Infrastructure and Buildings**

- Certified Green Buildings
- Minimum Building Energy and Water Efficiency
- Water Efficient Landscaping
- Stormwater Management
- Heat Island Effect Reduction
- Solar Orientation
- Infrastructure Energy Efficiency

As stated above, the above mitigation features would reduce emissions for Option 1 to between 7,010 to 7,415 metric tons per year or by about 25%. The above mitigation features would reduce emissions for Option 2 to between 6,741 to 7,140 metric tons per year, which also represents about a 25% reduction. Option 3 would result in emissions within these ranges.

The 2020 GHG emissions limit for California, as adopted by CARB in December of 2007 is approximately 427 MMTCO<sub>2</sub>e. Since the project would result in energy consumption below Title 24 and the proposed project's operational emissions would represent a maximum of 0.0017% of this total 2020 emissions limit, the project would result in a less-than significant greenhouse gas emission impacts.

With the implementation of these measures the project would result in a less than significant impacts regarding climate change.

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
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"/>	2,3
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"/>	2,3,8
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"/>	2,3
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,8,20
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3

<b>ISSUES:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>	<b>Supporting Information Sources</b>
in the project area?					
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"/>	2,3
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3

**FINDINGS:** The project is a mixed use development including residential, office and retail uses 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 Assessments was prepared for the project site by EarthTech (refer to Attachment 8). The Phase I is based upon the review of federal, state and local records to determine if the site is listed on a database of contaminated sites and visits to the site to observe environmental conditions. There are also several letters, from the San Mateo County Health Department documenting the status of the project site. These letters are also included in Attachment 8.

As stated in the project description, most currently, the project site has been used primarily for retail and office use. Previously, (since the 1960's) the site contained retail and automotive repair uses, as part of a department store. Based on the Phase I, it has been determined that the current building that houses the Michael's Arts and Crafts store was the automotive repair facility associated with the department store. This building has been extensively remodeled but is likely that there were hydraulic lifts and battery storage areas were present at one time. Access ports associated with an oil and water separator were also observed behind the building. No decommissioning documentation of these areas is available, so it is possible that portions of these areas still remain in the building. The environmental database revealed a waste oil Under Ground Storage Tank (UST) was removed and a leaking underground storage tank (LUST) case was reported in 1990. The case was closed in 2001.

Due to the age of the buildings, building materials such as floor tiles and ceiling tiles have the potential to contain asbestos. In addition, it is possible that the site buildings may contain transformers. Because the property was developed before polychlorinated biphenyls (PCBs) were phased out of use in 1979, it is possible transformers on the site contain PCBs

#### Shell Service Station

The existing Shell service station has been in operation since the 1960's. The Shell service station conducts retail gasoline sales and has three 12,000-gallon gasoline USTs on the project site. Automobile maintenance is also performed on site. There are two bays that likely have underground hydraulic lift reservoirs. One 300 gallon waste oil UST is also located on site. The station was listed in the environmental database as a LUST site and it was determined that local groundwater was impacted.

Due to the conditions on this portion of the site, ongoing monitoring and remediation has been undertaken since the 1990's. There has been soils sampling and ongoing monitoring beginning during this time period. In 2000, two monitoring wells were installed at this location. Four rounds of quarterly monitoring were conducted, with "low concentrations of petroleum hydrocarbons detected. Monitoring and remediation at the project site has been ongoing since this time and in May 2009, The San Mateo County Health Department Groundwater Protection Program issued a case closure letter regarding investigations for petroleum hydrocarbons encountered in the soil and groundwater around the former and current underground storage tank, piping and dispenser islands. Residual contaminants are proposed to be left in place to naturally

attenuate to clean up goals in a reasonable amount of time. This is based on resolution issued by the State Regional Water Quality Control Board (RWQBC). This site has been evaluated for a potential future land use of residential.

In August 2009, subsequent to the case closure letter for the underground storage tank, piping and dispenser islands, a hydraulic hoist was removed and replaced on this portion of the project site (refer to Attachment 8 San Mateo County Health System-Letter-September 30, 2009 and Soil Sampling Report-Shell-Branded Service Station 1790 S. Delaware Street, San Mateo, CA, Conestoga-Rovers & Associates, September 3, 2009). When this hoist was removed, soil sampling was undertaken and it was determined that soils had a concentration of petroleum hydrocarbons and PCBs above screening levels established by the State Regional Water Quality Control Board. Since this does not involve an underground storage tank, this case was opened as a Voluntary Clean Up program.

In order to address this situation, in April 2010, Shell submitted a Site Investigation Work Plan that outlines a remediation plan that includes additional soil testing and analyses. This work is currently being completed in coordination with the San Mateo County Health Department Groundwater Protection Program.

### Off-Site

The former Vail Burner and Oil Company facility, a former bulk oil storage facility located west of the project site, on the west of the Caltrain tracks, an upgradient site, was identified as a LUST site. Information in the database indicated that soil contamination was present. Review of the groundwater monitoring report indicated that the monitoring well closest to the project site was impacted by Total Petroleum Hydrocarbons. The conditions above represent a potential recognized environmental condition (REC).

### Conclusion

Based on the conditions that exist at the project site, it has been determined that there are potential conditions on the project site that will require additional removal of any underground storage tanks, hydraulic lifts, etc that may be present on the project site. Any activity removing these from the project site and any associated remediation, if required, will be coordinated with the San Mateo County Health Department Groundwater Protection Program.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART Street along South Delaware Street; the development of the multi-use path along Concar Drive would result in similar hazards and hazardous materials impacts to the construction of the proposed office buildings.

MITIGATION MEASURES: Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project will include the following mitigation measures:

- The project applicant shall be responsible for notifying the County of San Mateo Health Services Agency regarding the project, prior to the start of grading on the project site. Based upon consultation with this agency, the applicant shall follow any protocol regarding the removal of hazardous materials outlined by this agency the Regional Water Quality Control Board and/or the Department of Toxic Substances Control. A letter summarizing the required protocol shall be submitted to the Building Division prior to the issuance of a grading permit. These measures shall be implemented prior to the issuance of a superstructure permit.
- Wastewater potentially generated during site construction through dewatering activities would be discharged to the municipal sanitary sewer and a treatment system to this water will be employed to meet local, state and federal regulations for the discharge of this water.
- If required, properly designed and readily-available engineered controls (passive or active vapor barriers), as well as the currently planned underlying parking garage, will be incorporated into the project to provide sufficient measures to address potential vapor intrusion concerns at the property, associated with any identified contamination.

- Excavated site soils will be tested prior to disposal to confirm that the concentration of constituents present in site soils do not exceed hazardous waste criteria local, state and federal regulations. If the concentration of constituents in the project site soils do exceed hazardous waste criteria, they will be disposed of as hazardous waste in accordance with local, state and federal regulations.
- 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 implemented as part of the project. This scope of work will outline the performance parameters for hazardous remediation standards and regulatory compliance criteria. In addition, any asbestos abatement contractors performing work on the site will be licensed by the State.
- A scope of work to test equipment in the existing structures for mercury or encapsulated PCBs will be developed and submitted for approval by the City prior to issuance of a demolition permit for the structures on the project site. Measures outlined in this scope of work will implemented as part of the project. This scope of work will outline the performance parameters for hazardous remediation standards and regulatory compliance criteria in accordance with U.S. EPA regulations.

With the implementation of these measures the project would result in a less than significant hazards and hazardous materials impacts.

## IX. HYDROLOGY AND WATER QUALITY

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,9,10
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"/>	2,3,9,10
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,9,10
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,9,10
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"/>	2,3,9,10
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,9,10

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
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"/>	2,3,16, 17
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,16, 17
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"/>	2,3,16, 17
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16, 17

**FINDINGS:** A conceptual hydrology and stormwater quality study was prepared by ARUP to evaluate potential hydrology impacts resulting from the project (refer to Attachments 9 and 10). The project site is approximately 12 acres in size and the majority of the project site is developed with buildings and surface parking, therefore, the majority site is currently paved with impervious materials. With the development of the proposed project, there will be a decrease of impervious surfaces on the site.

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. Based on the conceptual hydrology study prepared for the project, it has been determined, that the proposed storm drainage system for the project efficiently captures and conveys runoff produced by varying storms. Under the project condition, all of the runoff is being designed to flow through bioretention, biofiltration or landscaped areas, helping to reduce the amount of runoff generated by the project. These areas will also filter storm water runoff from the project prior to discharging it into the storm drain system. 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, minimizing flows to the Leslie Creek basin and ultimately Marina Lagoon

According to the Safety Element of the General Plan and current Federal Emergency Management Agency (FEMA) Flood Maps, the project site is located within the 100-year floodplain. The project will be required to obtain a completed floodproofing certificate and the ground floor will be built above the 104.7 NGVD flood plain elevation.

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, or tsunami, or bay front dike failure. The potential for flooding to occur at the project site due to these conditions is considered to be less than significant. The site is being raised as part of the grading plan so that it will be above the flood elevation established by the Federal Emergency Management Agency.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would not result in significant, flooding, water quality or hydrology impacts.

**MITIGATION MEASURES:**

Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project will include the following 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.
- **FLOOD HAZARD AREA** - The lot is located within an area designated as Special Flood Hazard Area as identified by the Federal Emergency Management Agency (FEMA).

In all areas of special flood hazards the following standards are required:

1. Anchoring:
  - a. All new construction shall be adequately anchored to prevent flotation, collapse or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy.
2. Construction materials and methods - All new construction and substantial improvement shall be constructed:
  - a. with flood resistant materials as specified in FEMA Technical Bulletin TB 2-93, or as amended, and utility equipment resistant to flood damage;
  - b. using methods and practices that minimize flood damage;
  - c. with electrical, heating, ventilation, plumbing and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;
3. Elevation and floodproofing - Nonresidential construction shall either be elevated to conform with San Municipal Code; Section 23.33.050(a)(3)(i) or together with attendant utility and sanitary facilities:
  - a. be floodproofed below the elevation recommended under San Municipal Code, Section 23.33.050(a)(3)(i) so that the structure is watertight with walls substantially impermeable to the passage of water, additionally conforming to the standards specified in **FEMA Technical Bulletin TB 3-93 and FEMA Technical Bulletin TB 6-93**, or as amended;
  - b. have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy; and
  - c. prior to the approval of the building permit application, provide a completed floodproofing certificate;
  - d. be certified by a registered professional engineer or architect that the standards of this section are satisfied. Such certification shall be provided to the Floodplain Administrator upon completion of the project.

With the implementation of these measures the project would result in a less than significant water quality and hydrology impacts.

## X. LAND USE AND PLANNING

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16, 17
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,11, 16,17
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"/>	2,3,16, 17

**FINDINGS:** The development of the project would not physically divide the community. The proposed mixed use and residential 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 and a zoning of Transit Oriented Development (TOD). As referenced below, the site is identified as part of the Station Area in the Corridor Plan and allows for residential or office uses at a maximum Floor Area Ratio (FAR) of 3.0; a Residential density of 50 dwelling units per acre; retail uses with a maximum FAR of 0.3 and development of buildings at 35 to 55 feet in height

The following is an outline of some of the relevant Corridor Plan land use policies applicable to the project site:

**Objective (G): Concentrate Development at Public Transit Station Areas** Consider the rail stations as gateways to the community, with the highest intensities of development located around the stations, framing public gathering places and maximizing the benefits of public investment.

**Policy 5.9** Provide for multi-family uses to be developed at transit supportive densities within the Hayward Park Station TOD zone.

**Policy 5.11** Provide for the inclusion of neighborhood and commuter serving retail uses and services, including specialty uses that would enhance neighborhood services, within the Hayward Park Station TOD zone.

**Policy 5.12** Provide for the inclusion of mixed-use community serving retail uses within the Hayward Park Station transit zone.

**Policy 5.14** Provide height restrictions that allow multi-family residential and employment centers to be developed at appropriate transit supportive densities within TOD overlay zones.

**Policy 5.15** Organize height zones to ensure the protection of established neighborhoods and to recognize areas of importance and public activity (taller buildings close to the station; shorter buildings near established single family neighborhoods).

The project is proposed within the allowable height and FAR

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 (refer to Attachment 11). The trip reduction program incorporates the following TDM measures to ensure that project trips are reduced:

1. **First-Class Tele-Commuting Opportunities:** All residential units and commercial space will be equipped with high-speed Internet (10 Mb/Second). There will be dedicated 'office hotel' spaces available, equipped with phone, fax, printers and computers to give the residents the opportunity to work from home instead of at the work place.
2. **Carsharing:** The applicant will enter into an agreement with a carsharing provider to provide carsharing vehicles on-site. There are currently two providers in the Bay Area: City CarShare and Zipcar. Carsharing makes a common fleet of vehicles available to members, and can be an important tool to reduce parking demand. For residents, carsharing reduces the need to own a vehicle, particularly a second or third car. All carsharing vehicles within the site will have assigned parking spaces at no cost to the provider.
3. **Shuttle Service:** The project includes a high-standard shuttle service between the development and downtown San Mateo. The shuttle will be open to neighboring residents as a public benefit. The number of stops will be limited to as few as possible in order to maintain high on-time performance and to cut travel time to a minimum. The developer is proposing a 30-minute frequency during the morning and evening commute hours. A separate chapter later in this memo will address the specifics and costs of such a program. The applicant will also explore the installation of a real-time information system, which would show the shuttle users when the next shuttle will arrive.

Caltrain is currently exploring the possibilities of replacing the existing diesel-driven fleet with electrified rail cars, which could be carrying three times as many peak-hour commuters, and which would allow more trains, even faster trips and more station stops. If the Hayward Park stop becomes a fast-train stop, the shuttle service will most likely be discontinued.

- a. The Developer additionally proposed that this service begin operating upon 75% of the Project being occupied. Until that point, the traffic generated will be 25% lower than at full build-out of the project. If nearby developments are interested in cooperating on the shuttle program, it could be started at an earlier date.
- b. Further, the shuttle would cease operations if demand and use did not materialize or if the planned rail electrification occurred.
4. **Neighborhood-Serving Retail:** The Developer proposes the following retail types at the project: a small grocery store, as well as neighborhood-serving retail, which could include services such as dry cleaning and a coffee shop. The types of retail businesses allowed in the plan area are limited to those uses allowed in the C1 (Neighborhood Commercial District) of the City of San Mateo Municipal Code. These businesses will reduce the need for residents and employees to drive to other locations to run several types of common errands.
5. **Bicycle Storage:** There will be long-term secure bicycle parking provided to residents and employees in the garages. Typical requirements on the West Coast vary between 1 space per 4 residential units and 1 space per 10 units. To meet the San Mateo code requirements, there would need to be such a bicycle storage area for every one hundred car parking spaces. Because the project will encourage the use of the nearby train, it is expected that bicycle storage will be necessary in the amount of 1 space per 10 units. These spaces will be located in bicycle storage rooms/cages for residents, mixed with racks at garage entrances for less security-conscious bicycle users and employees. The initial recommendation of 1 space per 10 units will need to be adjusted in line with demand; should the demand for storage facilities for bicycles grown beyond what is provided, additional storage areas will be provided. The provision of plentiful secure bicycle parking will make it easier and more convenient for the residents to replace local auto trips with bicycle trips. Employee bike parking would be provided in the same cages, at 1 space per 10,000 square feet of retail area or 1 space per 3,750 square feet of office area.

Short-term bicycle parking should be provided by means of on-street racks immediately adjacent to high-demand locations, such as at retail frontages and next to the primary transit stops. Initially, a single “U” or similar rack should be placed as close as possible to the entrance of all retail businesses where this is not prevented by other obstructions. Additional racks are easy to install and this should be done based on demand. Nelson\Nygaard recommends initially 1 rack for every 10 residential units, and additionally 1 rack for every 2,500 square feet of retail area.

6. **Unbundled Parking:** The applicant would provide parking in accordance with the parking ratios described in Attachment 14. Spaces would be provided per residential unit and additional spaces would be “unbundled”. This means that condo owners and apartment tenants will be given one parking space per residential unit, but that second or third spaces are provided at a cost to the tenant. Parking fees are generally subsumed into lease fees or sale prices for the sake of simplicity and because that is the more traditional practice in real estate. However, providing anything for free or at highly subsidized rates encourages use and means that more parking spaces have to be provided to achieve the same rate of availability. Charging for parking is also the single most effective strategy to encourage people to use alternatives to the single-occupant vehicle.
7. **Shared Parking:** The applicant would implement shared parking between all visitors and customers at Station Park Green (refer to Attachment 14). Parking ratios are typically based on suburban developments where all uses are physically isolated and all trips are made by car. Therefore, ITE parking ratios are not suitable to dense, pedestrian-friendly, mixed-use developments such as Station Park Green, where many different land uses are within walking distance and trips to multiple destinations can be achieved by parking once and walking in between uses. This means that the majority of visitor parking can be shared between the different uses.
8. **TMA Participation:** The City of San Mateo and the Peninsula Traffic Congestion Relief Alliance (the Alliance) are currently in the process of forming a Transportation Management Association (TMA) for the Rail Corridor area. The applicant will become a member of the yet to be formed San Mateo Corridor Plan TMA, a member-controlled transportation management association that will encourage efficient use of transportation and parking resources in the Hayward Park TOD Zone and other Rail Corridor Plan areas. Many of the TDM tools discussed in this report could be efficiently administered through a TMA. TMA participation will assist the development in maintaining the TDM Program as well as undertake annual monitoring to verify if the short term 25% trip reduction target and long-term 26% to 36% trip reduction targets are met. A representative for the development will also be required to be on the TMA Board of Directors.
9. **Transportation Kiosk:** A transportation board with up-to-date information on transit, ridesharing (e.g. 511.org), carsharing, bicycling and other alternative transportation will be located in a central location within the development.
10. **Improved Transit Stop:** SamTrans route 292 with service between Hillsdale Shopping Center and downtown San Francisco (via San Francisco International Airport) currently runs every 30 minutes throughout the day and stops right outside the proposed site. The bus stop on the Station Park Green side of Delaware Street will be upgraded with a shelter and bicycle racks as part of the project.
11. **Transportation Coordinator:** A staff member within the master HOA (or property management) will be a designated transportation coordinator. This person will communicate with the TMA once it is formed, and will also be responsible for maintaining the TDM Program. This includes providing new residents with a welcome package about transportation, updating the transportation kiosk, monitoring bicycle parking usage and requesting more parking if need arises, communicating with the carsharing provider on success and the need for more vehicles etc.

Alternatively, the project may substitute or implement TDM measures that are not within this menu (including the measure listed below), should feasibility of such measures improve at a later date. It is expected that the project will continue to modify and refine the TDM program over time, to address market conditions or to respond to TMA survey results.

- **Caltrain GO Pass Program:** Caltrain currently has an eco-pass program called GO Pass, in which participating employers purchase annual passes for all their full-time employees at a current cost of \$140 per person, which is 7-10% of the regular cost if buying monthly passes to San Jose and San Francisco, respectively. The GO Pass is good for travel on Caltrain all week and between all zones.

Based upon an analysis prepared by Nelson Nygaard Consulting Associates (refer to Attachment 9), it has been determined that the project would result in a trip reduction total trip reduction of 26% to 36% depending on the mix of rental and for-sale housing developed as part of the project as well as the development option implemented. There is currently a good mix of uses around the proposed project site. 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 is anticipated to further reduce trip generation.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would not result in significant land use impacts. The provision of these SMART street and Class I bicycle path along Concar Drive are consistent with the following Corridor Plan objectives and policies:

**Objective (C): Improve Pedestrian and Bicycle Environment and Connections to Transit Stations and throughout the Plan Area** - Safe and convenient pedestrian and bicycle connections to transit stations are critical factors in making TOD successful. Pedestrian and bicycle connectivity must be enhanced to provide improved access to stations as well as other interconnections throughout the plan area, including where vehicular connections are infeasible, with safe, direct, and attractive sidewalks, trails, or pathways. If possible, link and continue the existing linear open space in the Franklin / Bay Meadows I project to a new pedestrian pathway or linear green in the future Bay Meadows development that connects to the Hillsdale station.

**Policy 4.10** Establish safe and convenient pedestrian and bicycle routes where existing barriers currently prohibit connections.

**Delaware Street: Segment 1.** Between 16<sup>th</sup> Avenue and Charles Lane, Delaware Street should be narrowed from four lanes to a three-lane section. North of 16<sup>th</sup> Avenue, Delaware narrows to 2 lanes. The section of Delaware between Concar Drive and 16<sup>th</sup> Avenue passes through a largely residential area. In this area, Delaware should be reduced to two lanes plus a center turning lane and parallel on-street parking.

Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project will include the following measures:

- **TRANSPORTATION DEMAND MANAGEMENT PROGRAM** – The project must implement a Transportation Demand Management Program using programs in compliance with the San Mateo City/County Association of Governments (C/CAG) Guidelines for Trip Reduction. These programs, once implemented, must be on-going for the occupied life of the development. The C/CAG Guidelines specify the number of trips that may be credited for each TDM measure. The actions included in the plan will include those listed in the project Trip Reduction Plan (First-Class Tele-Commuting Opportunities; Carsharing, Shuttle Service; Neighborhood-Serving Retail; Bicycle Storage; Unbundled Parking; Shared Parking TMA Participation; Transportation Kiosk; Improved Transit Stop; and Transportation Coordinator) prepared by Nelson/Nygaard in the TDM program dated August 12, 2010, the project Traffic Impact Analysis dated June 7, 2010, and the Shared Parking Analysis dated April 30, 2010 or a combination of other actions based on the C/CAG Guidelines, that result in a short term 25% reduction of project generated trips and an ultimate 26% to 36% trip reduction from ITE standards depending on the mix of rental and for-sale housing developed as part of the project as well as the development option implemented in buildout of the project. The program shall be recorded in a manner deemed appropriate by the City Attorney.

The adjacent neighborhoods may provide notice to the City that the project appears to be causing a greater impact to neighborhood parking or corridor traffic or that the projects do not appear to be meeting its project trip reduction goals. Upon receipt of said notice, staff shall conduct the necessary parking and traffic counts to validate the identified concerns and will agendize a meeting at the next available Public Works Commission meeting to review the traffic conditions within the corridor and the results of the data collection.

- a) **Required Trip Reduction:** The trip reduction shall be reduced as follows:
- A threshold of a 25% peak hour trip reduction shall begin upon occupancy of the first project phase constructed. Each subsequent phase of the project will also result in at least a 25% trip reduction. A trip reduction plan will be prepared for each phase of the project to ensure that the short-term trip reduction target can be met.
  - Total buildout of the project will result in a 26% to 36% trip reduction from ITE standards depending on the mix of rental and for-sale housing developed as part of the project as well as the development option implemented per the Station Park Green TDM Program –Final Plan, Nelson Nygaard & Associates, August 12, 2010 and the project Traffic Impact Analysis dated June 7, 2010.
- b) **Monitoring:** The trip reduction requirements shall be monitored and verified by the City and Transportation Management Association (TMA), and shall be reported annually to the City Council. Prior to monitoring, the City and TMA shall retain a scope of work for review from a consultant experienced with traffic monitoring. The method of monitoring will be coordinated through City and TMA efforts and could consist of the following:
- Driveway Counts, Queuing and Circulation – PM peak hour driveway counts (covering at least the period 4 PM to 6 PM) conducted annually for at least a five-day period (Monday through Friday). Commencement of the driveway counts shall begin within 60 days of full occupancy and shall be performed annually thereafter. The City or TMA may conduct supplemental counts to measure progress as necessary. During the collection of driveway count data, a queuing analysis shall also be conducted for both entering and exiting vehicles. A review of the driveway(s) circulation shall also be conducted for conformance with the analysis done in the project traffic impact analysis.
  - Cordon Counts – Cordon counts of major roadways that provide access to the Corridor Plan area to identify cumulative trip reduction trends and determine if the Corridor Plan area is meeting the overall short term goal of 25% trip reduction and long-term goal of 26-36% trip reduction.
  - Intersection Counts – Intersection counts along the Delaware corridor to determine change in intersection volume and level of service due to increased development along the corridor and for conformance with General Plan level of service standards.

If the trip thresholds are not met, the building owners shall work with the City and TMA to improve the effectiveness of their TDM program.

- c) **Non-Compliance with Trip Reduction Measures:** If during review of the annual TMA monitoring it is determined that the project has not met its site trip reduction, it will be identified as being in non-compliance status. Notification will be sent to the developer by registered mail indicating this status. Within ninety (90) calendar days of receipt of the non-compliance notice, the developer will be required to submit a revised TDM program that includes more aggressive trip reduction strategies. The revised program is to identify what TDM measures will be replaced and what new measures will be implemented. Review of the revised TDM program will be scheduled for review at the next available Public Works Commission meeting. The new TDM measures are to be implemented within ninety (90) calendar days of approval by the Public Works Commission. Annual site counts shall take place 12 months after implementation of the revised TDM measures. A second consecutive count period that shows that the project is not meeting its 25% trip reduction will trigger a review of the project TDM program by the City's Planning Commission which may result in the City implementing stricter or more aggressive trip reduction measures or strategies on behalf of the developer. This does not preclude an earlier meeting with the Public Works Commission that may be requested through the adjacent neighborhoods though such meeting shall not alter the 12-month timeframe mentioned above. Planning Commission review will focus on alternative industry-standard TDM measures used in the Bay Area, or increasing the effectiveness of the TDM measures listed in the Nelson/Nygaard report dated August 12, 2010.

If necessary, the final step in TDM plan program modification may be the implementation of paid parking (or parking cash-out). Dependent on the make up of the TMA, it may be necessary to modify the

monitoring of the TDM measures outlined above, however, any changes to the monitoring will not change the essence of the requirements and will still ensure that the trip reduction requirements are met.

- **TRANSPORTATION MANAGEMENT ASSOCIATION (TMA)** – The project shall participate in the TMA formed to manage projects within the Corridor Plan. As a participant, the project would be required to share the costs 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 would result in less-than significant land use impacts.

## XI. MINERAL RESOURCES

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
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"/>	2,3,16, 17
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"/>	2,3,16, 17

**FINDINGS:** Mineral resources are not known to exist on the project site or adjacent areas where the project proposes landscaping or traffic improvement work. The proposed public benefits included as part of the Development Agreement would not result in significant impacts to mineral resources.

**MITIGATION MEASURES:** None Required

## XII. NOISE

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project result in:</b>					
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"/>	2,3,12, 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"/>	2,3,12, 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"/>	2,3,12, 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"/>	2,3,12, 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,12, 16,17

<b>ISSUES:</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
residing or working in the project area to excessive noise levels?					
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"/>	2,3,12,16,17

**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 are subject to the following guidelines:

- Ldn noise levels between 60 dBA L<sub>dn</sub> and 70 dBA L<sub>dn</sub> 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 L<sub>dn</sub> 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 L<sub>dn</sub> or above.
- 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 L<sub>dn</sub> or above at the common property line, or new uses which generate noise levels of 60 dBA L<sub>dn</sub> or above at the property line, excluding ambient noise levels.
- Minimize Commercial Noise. Protect land uses other than those listed as "noise sensitive" in Table N-1 (Table 1) from adverse impacts caused by the on-site noise generated by new developments. Incorporate necessary mitigation measures into development design to minimize noise impacts. Prohibit new uses which generate noise levels of 65 dB L<sub>dn</sub> or above at the property line, excluding ambient noise levels.
- Railroad Noise. Promote the installation of noise barriers along the railroad corridor where "noise sensitive" land uses are adversely impacted by unacceptable noise levels [60 dB L<sub>dn</sub> or above]. Promote adequate noise mitigation to be incorporated into any rail service expansion or track realignment. Study the need of depressing the rail line or other mitigation measures to decrease noise levels prior to substantial expansion of the rail service.

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 L<sub>dn</sub> or greater and establishes a maximum interior noise limit of 45 L<sub>dn</sub>.

**Existing and Projected Noise Levels-**A noise and vibration analysis was prepared for the project (refer to Attachment 12). Based upon existing noise measurements at the project site and projected Year 2020 peak traffic volumes for the project area, the projected noise levels in the project are will range from 66 to 71 dB L<sub>dn</sub> (refer to Tables 3-5 and Figures 1 and 2 of Attachment 12 for noise measurement location and levels at these locations)

**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 that 45 dBA L<sub>dn</sub> and location of exterior open space areas for residential projects in noise environments greater that 67 dBA L<sub>dn</sub>.

- 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 reduction measures to reduce the interior noise level to an acceptable level. These measures listed below in the Mitigation Measures section.

The proposed central park and the network of open space and pedestrian parkways that provide the majority open space for the project. The proposed buildings on the site shield the majority of this open space from the surrounding noise along South Delaware Street, Concar Drive and the adjacent rail line and portions of Highway 92 closest to the site. Noise levels within these open spaces will be below 65  $L_{dn}$  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. 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 mix of land 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. However there is a potential for noise impacts to adjacent and proposed residential uses from the mechanical ventilation that could be used in the commercial buildings as part of the project. The project will be required to implement noise reduction measures for this type of equipment as listed below in the Mitigation Measures section.

**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. It is anticipated that piles would need to be driven to construct the building.

The assessment of construction noise is based upon maximum noise levels due to construction equipment at a reference distance of 50 feet. With the exception of pile drivers, construction equipment would generate maximum noise levels of approximately 89 dB at 50 feet. Pile drivers would produce noise levels of approximately 93 dB at a distance of 50 feet. Using a typical noise attenuation rate of 6 dB per doubling of distance, the predicted maximum noise level at residences within 1,250 feet of construction sites are expected to be between 89 dBA (50 feet) and 61 dBA (1,250 feet), due to equipment other than pile drivers. If pile drivers are used for construction, the predicted maximum noise level at residences is expected to be between 93 dBA (50 feet) and 61 dBA (2,000 feet). While construction noise levels would be temporary in nature at any individual construction site, construction impacts are considered significant.

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. This is a short-term adverse impact.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street and the development of the multi-use path along Concar Drive would result in similar construction noise impacts related to the development of the proposed residential, office and retail uses on the project site

### **Vibration Impacts**

There are no State or City of San Mateo criteria for acceptable levels of vibration in buildings from external sources of noise such as railways. The next appropriate source of acoustical criteria is the Federal Transit Administration (FTA). The

FTA provides guidance on acceptable levels of vibration in buildings. The Ground-Borne Vibration (GBV) guidelines that are applicable for the project site are listed below:

- Category 2: Residences and buildings where people normally sleep-72 VdB (Frequent Events)
- Category 3: Institutional land uses with primarily daytime use -75 VdB (Frequent Events)

Note: "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

Based on the existing and anticipated groundbourne vibration levels at the project site and the location and setbacks from the rail line of the proposed residential and commercial uses, it has been determined that the project would meet acceptable FTA 72 to 75 VdB ground-borne vibration levels (refer to Attachment 12 for detailed discussion of vibration impacts).

#### MITIGATION MEASURES:

Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project will include the following mitigation measures:

#### Long-Term Operational Noise

- The City of San Mateo Day-Night Sound Level standard interior noise exposure limit of 45 dB  $L_{dn}$  can be met through the use of STC 25-40 (Sound Transmission Class) acoustically rated windows and doors at the perimeter of the buildings facades exposed to South Delaware Street and Concar Drive. Additional mass may need to be added to the buildings, as well. Mechanical ventilation will also be required, as these windows would need to be in a closed position to provide the required transmission loss.
- Mechanical equipment at commercial use must be controlled to 65 dB  $L_{dn}$  at the residential property line. This can typically be achieved by proper location and orientation of equipment and the incorporation of duct silencers, acoustic louvers, building parapets, and mechanical penthouses, or enclosed mechanical equipment rooms.

#### *Phasing*

- A qualified acoustical engineer will be retained to prepare subsequent acoustical studies as part of the SPAR permits to construct each phase of the project. These reports will include the measures identified in the acoustical report identified above and will provide specific design criteria for each building to be developed. This will be verified as part of a final acoustical report and will be submitted to the building division prior to issuance of a building permit for each phase of the project.
- The installation of these measures and resulting noise mitigation levels shall be verified by qualified acoustical engineer in the field and shall be reported in writing to the building division prior to occupancy for the building.

#### Construction Impacts

- All diesel equipment shall be operated with closed engine doors and should be equipped with factory-recommended mufflers.
- Pile-driving activities shall be restricted to between 8:00 a.m. to 5:00 p.m., Monday through Friday, to limit the intrusiveness of pile driving during the morning and evening hours. This measure is suggested only for construction sites that would use pile drivers within 2,000 feet of residential or sensitive land uses.
- Proposed walls or barriers shall be installed as early as possible to help reduce noise from construction activities.
- Stationary construction equipment shall be kept beyond 100 feet of existing residences.

- Noise attenuation techniques will be employed as needed and feasible to reduce noise levels below 100 dBA L<sub>eq</sub> in commercial/industrial areas and below 80 dBA L<sub>eq</sub> at exterior locations in residential areas. Such techniques may include the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and affected uses. Noise attenuation techniques will be verified through measurement of noise levels.
- Whenever feasible, electrical power should be used to run air compressors and similar power tools.
- Contractors shall use "quiet" models of any conventionally noisy construction equipment such as air compressors, jackhammers and other impact tools, as feasible.
- Contractors shall designate an employee as the construction noise coordinator and provide an on-site sign that will identify the person and provide a contact number. The coordinator would be responsible for receiving calls from residents or businesses regarding specific construction noise-related complaints. The coordinator would then be responsible for taking appropriate measures to reduce or eliminate noise levels as appropriate. Complaints and the response should be logged and kept on file for review by the City. The construction noise coordinator would act as a liaison between the residents in the vicinity of the construction and the contractor, so perceived noisy activities are addressed as soon as possible.

With the implementation of these measures the project would result in a less than significant noise impacts.

### XIII. POPULATION AND HOUSING

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
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"/>	2,3,16, 17
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"/>	2,3,16, 17
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"/>	2,3,16, 17

**FINDINGS:** The proposed project is the development of new residential, office and retail uses and would not cause the population to be exceeded since the uses of this site since these uses have 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 the project site contains only commercial buildings and tenants.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would not result in significant population or housing impacts.

**MITIGATION MEASURES:** None required.

#### XIV. PUBLIC SERVICES

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16,17
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16,17
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16,17
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16,17
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16,17

**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 mixed use and 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 (including school 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.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would not result in significant public services impacts.

**MITIGATION MEASURES:** None Required

## XV. RECREATION

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
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"/>	2,3,16,17
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,16,17

**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.

Although the project proposes an approximately one-acre park in the center of the project site and a network of parks and pedestrian pathways, the project does not propose the construction of any new public parks or recreational facilities that would 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 (nor the public benefits proposed as part of the Development Agreement) will not have an adverse effect on the environment due to new or expanded recreational facilities.

**MITIGATION MEASURES:** None Required

## XVI. TRANSPORTATION/TRAFFIC

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,11, 13,14,16 17
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,11, 13,14,16 17
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"/>	2,3,11, 13,14,16 17
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,11, 13,14,16

<b>ISSUES:</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
(e.g., farm equipment)?					17
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,11, 13,14,16 17
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,11, 13,14,16 17

**FINDINGS:** A Traffic Impact Analysis prepared by Hexagon Transportation Consultants, Inc., (refer to Attachment 13) was conducted for the purpose of identifying the potential traffic impacts related to the proposed mixed use 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:

- SR 92 Ramps and Concar Drive
- Delaware Street and Sixteenth Avenue (unsignalized)
- Delaware Street and Garvey Way (unsignalized)
- Delaware Street and Charles Lane
- Delaware Street and Concar Drive
- Delaware Street and Nineteenth Avenue

These intersections were evaluated since they are closest to the project site and could be impacted by the proposed project circulation. Intersections further from the project site were evaluated as part of the Corridor Plan EIR. 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)

At unsignalized intersections, level of service is based on the average delay for the controlled movements. For intersections under all-way stop control, the average delay includes all movements at the intersection. At intersections under two-way stop control, the average delay and level of service are reported for the worst stop-controlled lane group. There is no established level of service for unsignalized intersections.

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 project trips were calculated for Options 1 and 2 of the proposed project. Option 3 of the project would result in trip generation within the range of these two options. The magnitude of traffic added to the roadway system by the project was estimated by applying the applicable trip generation rates to the size of the development. The gross project trip estimates were reduced to account for pass-by trips. Pass-by trips are defined as trips made by motorists that currently travel past the project site and upon completion of the project make an intermediate stop at the project site while enroute to their ultimate destination. Thus, pass-by trips do not represent new vehicle trips on the adjacent street network. Trips generated by the proposed retail space were reduced to account for pass-by trips. In addition, trip reduction credits were given based on the trips that are generated by the existing uses on the project site and the location of the project site, adjacency to mass transit and bicycle and pedestrian facilities as well as the density, mix of uses and affordable housing that will be developed as part of the project.

The estimated peak-hour and daily trip generation totals for the project and the replaced uses would generate 914 net new trips daily, with 94 net new trips occurring during the AM peak hour and 91 net new trips occurring during the PM peak hour than occur under existing conditions for Option 1. Option 2 is estimated to generate a total of 295 daily trips, with an increase of 99 trips during the AM peak hour and a decrease of 135 trips during the PM peak hour. The analysis of potential project traffic impacts was conducted based on these estimates. 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 (refer to Tables 5, 6 and 8 of Attachment 13).

### **Cumulative Traffic Conditions**

The San Mateo Land Use/Transportation Rail Corridor Plan was adopted by the City Council in June 2005. This plan is intended 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 plan includes transit supportive policies, land uses, development densities, height standards, and design guidelines. Bringing these together are two special TOD zones located within the larger plan area, as shown in Figure 11. The TOD zones include sites where redevelopment could occur, within approximately one-half mile of both stations. The plan also

includes goals and policies to improve the street system and pedestrian friendliness for other places within the plan area, not in TOD zones, where existing uses may remain, and existing zoning and development standards are retained. Implementation of the Corridor Plan and resultant development is intended to bring several long-term benefits to the City of San Mateo, including the following:

- Improved access to Caltrain stations for pedestrians, bicycles, autos, and buses, enhancing transit's attractiveness to residents throughout the City.
- New development near the stations will be consistent with goals, objectives and policies adopted by the City of San Mateo specially tailored for the TOD area.
- Higher-density housing recommended near the two stations will add to the City's housing stock and help alleviate some of the pressures present throughout the Bay Area for affordable and market rate housing.
- The potential to create class "A" office space in close proximity of the stations will help San Mateo maintain its stature as an attractive employment center in the Bay Area by retaining existing and attracting new employers.
- Recommended improvements to the City's street network will add roadway connections, improving mobility throughout the plan area, contributing to the completion of the city-wide street network.
- The City's park system would be enhanced with the creation of a large civic park and smaller neighborhood parks in the plan area.

The concepts in this plan were shaped through a collaborative planning process including input from a Citizen Advisory Committee (CAC) representing local land owners, residents, and businesses, City staff, and public agencies staff. It reflects a vision shaped by a common desire to create world class transit oriented development, and is informed by property ownership patterns, technical, market, and urban design considerations.

#### Rail Corridor Plan Environmental Impact Report

An Environmental Impact Report (EIR) was prepared to identify impacts that could potentially be generated by adoption and implementation of the City's Rail Corridor Plan. The EIR evaluated the Rail Corridor Plan and the traffic impacts generated by "cumulative" development, which includes all projected growth in the City and the region (including the Corridor Plan) for the year 2020. Subsequently, additional analysis has been prepared as part of the City of San Mateo General Plan (2009) to evaluate projected growth up to the year 2030.

#### Land Use Assumptions

As part of the Rail Corridor Plan process, two land use alternatives were developed representing low-end (Scenario A) and high-end (Scenario Z) development scenarios that could occur under the proposed policies of the Corridor Plan. These scenarios were developed by the Rail Corridor Citizens Advisory Committee.

This Citizens Advisory Committee (CAC) was appointed by Council to provide public input to staff and consultants in evaluating land use and transportation alternatives. The 17-member committee was comprised of a number of local residents and area business and property owners/managers.

While the Corridor Plan proposes specific heights and densities, the EIR assessed the potential impacts of development within the range of the "A" and "Z" scenarios as developed by the CAC.

Table 1 summarizes the land use programs from these two scenarios.

**Table 1  
Corridor Plan Land Use Development Scenarios**

<b>CORRIDOR SUBAREA</b>	<b>SCENARIO A</b>		<b>SCENARIO Z</b>	
<b>HAYWARD PARK AREA</b>				
New Housing	<b>636</b>	units	<b>1,725</b>	units
maximum density in subarea (units/acre):		(< 25 u/a)		(< 75 u/a)
New Offices	412,100	s.f.	762,100	s.f.
New Retail	50,000	s.f.	150,000	s.f.
Total New Commercial (office & retail, independent of uses to be replaced) <sup>1</sup>	<b>462,100</b>	s.f.	<b>912,100</b>	s.f.
<b>BAY MEADOWS PHASE II AREA</b>				
New Housing	<b>600</b>	units	<b>1,900</b>	units
maximum density in subarea (units/acre):		(< 25 u/a)		(density TBD)
New Offices	900,000	s.f.	2,777,000	s.f.
New Retail	50,000	s.f.	200,000	s.f.
Total New Commercial (office & retail, independent of uses to be replaced) <sup>1</sup>	<b>950,000</b>	s.f.	<b>2,977,000</b>	s.f.
<b>EL CAMINO REAL CORRIDOR</b>				
New Housing	<b>406</b>	units	<b>406</b>	units
maximum density in subarea (units/acre):		(25 - 50 u/a)		(25 - 50 u/a)
New Offices	254,848	s.f.	254,848	s.f.
New Retail	355,831	s.f.	355,831	s.f.
Total New Commercial (office & retail, independent of uses to be replaced) <sup>1</sup>	<b>610,679</b>	s.f.	<b>610,679</b>	s.f.
<b>CORRIDOR TOTAL</b>				
New Housing	<b>1,642</b>	units	<b>4,031</b>	units
New Offices	1,566,948	s.f.	3,793,948	s.f.
New Retail	455,831	s.f.	705,831	s.f.
Total New Commercial (office & retail, independent of uses to be replaced) <sup>1</sup>	<b>2,022,779</b>	s.f.	<b>4,499,779</b>	s.f.
<sup>1</sup> Existing uses in the Corridor Plan Area that could be replaced include commercial, industrial, racetrack, and other non-commercial uses. This figure does not include uses to be replaced because it is unknown precisely which uses would be replaced and because not all of those that would be replaced are directly comparable with the commercial uses that would replace them. Within the Hayward Park subarea, as much as 515,000 s.f and 735,000 s.f. of existing uses could be replaced under Corridor Plan A and Corridor Plan Z, respectively. Within the El Camino Real subarea, as much as 275,000 s.f. of existing uses could be replaced under either scenario. The entirety of the uses to be replaced on the Bay Meadows site are racetrack uses (i.e, grandstand, barns, etc.), which do not have a direct commercial equivalent.				

Certification of the EIR and Adoption of the Rail Corridor Plan

The City Council in June 2005 adopted the Rail Corridor Plan and certified the EIR for the impacts associated with the "Z" Alternative. In doing so, the City Council adopted a set of Findings and a Statement of Overriding Considerations as explained below:

Statement of Overriding Considerations

Section 15093 of the California Environmental Quality Act (CEQA) Guidelines, states the following:

**15093. Statement of Overriding Considerations**

(a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

(b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to

support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Several traffic impacts were noted in the Statement of Overriding Considerations, principally to address freeway and freeway ramp impacts. The Statement of Overriding Considerations indicated that freeway and ramp improvements are not under the control of the City of San Mateo, and therefore their implementation cannot be assured.

For example, for Highway 92 ramp and freeway impacts, it was noted that the California Department of Transportation (Caltrans) plans to rebuild the SR 92/El Camino Real interchange, converting it either to a partial cloverleaf or a diamond design. Depending on the design, rebuilding the ramp could provide sufficient ramp capacity. However, since the improvement of the El Camino Real/SR 92 interchange is not under the control of the City of San Mateo, and therefore its implementation cannot be assured, this impact was considered significant and unavoidable.

In addition, the Statement of Overriding Considerations prepared for the Corridor Plan and as adopted by the City Council stated that there are economic, social, and other benefits of the Rail Corridor Plan that outweigh the project's unavoidable significant environmental impacts. These were listed as follows:

- Increase housing opportunities while maintaining the character of existing single-family neighborhoods
- Concentration of major new development near transportation and transit corridors
- Development of a strategy to limit traffic congestion
- Establishing and maintaining San Mateo as a sustainable city
- Contributions to the community's economic well-being
- Increase in amount and variety of community housing stock

## Conclusions

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. The EIR for the Corridor Plan evaluated the potential traffic impacts resulting from the buildout (Corridor Z + Bay Meadows) of the Corridor Plan (including the 92 & Delaware Office project, the Station Park Green project and all potential development in the Corridor Plan for the year 2020). Development plans for the Hayward Park area, including the project site, were studied in the San Mateo Corridor Plan and Bay Meadows Specific Plan Amendment EIR. Scenario Z of the EIR was the largest development scenario, which consisted of 1,725 units of new housing, 762,000 square feet of new office space, and 150,000 square feet of new retail. This project consists of 599 new residential units, 10,000 to 45,000 square feet of new office space and 60,000 square feet of new retail space. This project is consistent with the development assumed for the Hayward Park station area in Scenario Z from the EIR, and thus can be considered part of the Scenario Z development. Therefore the impacts of this project would be consistent with the findings of the San Mateo Corridor Plan and Bay Meadows Specific Plan Amendment EIR (refer to Table 10 in Attachment 13).

## Year 2030

Year 2030 traffic conditions at the study intersections were evaluated using level of service (refer to Table 11 in Attachment 13). The intersection of Nineteenth Avenue and South Delaware Street is projected to exceed the City's level of service standard during the PM peak hour by 2030 if anticipated levels of development are realized. The City of San Mateo's Traffic Mitigation Program identified intersection improvements that would maintain acceptable levels of service at this intersection with the addition of future development. The recommended improvements include lane restriping and signal modifications. With these improvements, the intersection would operate at an acceptable level under year 2030 conditions. The other signalized study intersections would operate at an acceptable level of service under the 2030 scenario for both the AM and PM peak hours.

The level of service analysis for the unsignalized intersections is provided for informational purposes only, as the City does not have a level of service standard for unsignalized intersections. Both unsignalized study intersections are expected to degrade to LOS F by the year 2030. The increase in delay at these intersections is primarily due to the projected increase in

through traffic along Delaware Street and the proposed narrowing of Delaware Street. This project would have a negligible contribution to the future traffic volume at these intersections (refer to Figures 13 through 16). The year 2030 traffic volumes at the intersection of Delaware Street and Sixteenth Avenue are expected to meet the peak-hour signal warrant. Under signal control, the intersection would operate at LOS A. The intersection of Delaware Street and Garvey Way is expected to operate at LOS F by year 2030. This level of service represents the performance of Garvey Way, the worst stop-controlled lane group. Garvey Way is a short local street with limited connectivity and very low traffic volumes. Overall, the intersection would operate well, with the majority of the traffic on Delaware Street experiencing low delays. The unsignalized intersection would not meet peak-hour signal warrants under year 2030 traffic conditions.

#### Project Impacts on Intersection Vehicle Queuing

All turning movements at each study intersection were analyzed to identify any operational issues related to vehicle queues. Figures 17 and 18 depict the 95<sup>th</sup> percentile queue lengths at all study intersections under existing conditions, existing plus project Option 1 conditions, and year 2030 conditions during the AM and PM peak hours, respectively. The 95<sup>th</sup> percentile queue lengths under project Option 2 are very near (within 25 feet) the queue lengths shown for project Option 1. It should be noted that the 95<sup>th</sup> percentile queues shown on the figures would not occur simultaneously for all movements, but rather at various times within the peak-hour. By definition, the 95<sup>th</sup> percentile queues occur only five out of every 100 signal cycles during the peak hour. Study intersections that have a 90 second cycle length (e.g. Delaware/Concar) cycle 40 times per hour. Thus, the 95<sup>th</sup> percentile queue length would occur only about two cycles during the peak hour. The average queue length, which would occur during most signal cycles, is about half the length shown in the figures. Also, queues at all signalized study intersections are expected to fully clear the intersection during each signal cycle.

The unsignalized intersection of Delaware Street and Garvey Way is expected to operate at LOS F by year 2030. This level of service represents the performance of Garvey Way, the worst stop-controlled lane group. Garvey Way is a short local street with limited connectivity and very low traffic volumes. Overall, the intersection would operate well, with the majority of the traffic on Delaware Street experiencing low delays. The unsignalized intersection would not meet peak-hour signal warrants under year 2030 traffic conditions.

#### Project Impacts on Bicycle and Pedestrian Facilities

The proposed project includes several improvements to the existing bicycle and pedestrian facilities. The sidewalk along the project frontage on the north side of Concar Drive is to be widened to accommodate an eight-foot wide multi-use path with two feet of lateral clearance on each side. The Delaware SMART Street Project that will be implemented with the project includes the construction of a Class II bicycle lane on South Delaware Street between 16<sup>th</sup> Avenue and Charles Lane as well as sidewalk improvements along the edge of the Station Park Green site. In addition, bike lanes will be provided within the Station Park Green site on the east-west street that extends from the Delaware/Charles intersection to the Hayward Park Caltrain Station. Finally, a Class I shared bicycle and pedestrian path will be provided along the western property line from Concar Drive northward to E Street. This path will connect the Leslie Creek and Pacific Boulevard paths, as identified in the Corridor Plan. The proposed improvements to pedestrian and bicycle facilities are consistent with adopted plans for the area and will establish an environment that will encourage bike and walk trips as well as providing multi-modal access to Hayward Park Station.

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 Bus 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.

## Project Impacts on Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The project is adjacent to the Hayward Park Caltrain station, which is about 1.25 miles south of the San Mateo Caltrain station and is about 1.25 miles north of the Hillsdale Caltrain station. At the Hayward Park Station, Caltrain provides service with 60 minute headways during the weekday AM and PM commute hours. Caltrain service is more frequent at the San Mateo and Hillsdale Caltrain Stations where headways average 20 minutes in each direction during the peak periods, and includes stops by Baby Bullet express trains. Due to budget cuts, service at the Caltrain Stations fluctuates, however, it is anticipated additional riders from the project could be accommodated by the existing service

## Parking

As stated in the project description, proposes 1,150 parking spaces throughout the project site. The majority of the proposed parking would be below-grade, with some surface parking to be constructed to serve the neighborhood serving retail uses (refer to page 116-117 of Attachment 2 -Specific Plan and Attachment 14). In accordance with the Corridor Plan, the project proposes shared parking between the proposed land uses within the project. Shared parking therefore reduces the total number of parking spaces required compared to what the same uses would require in stand-alone developments. Mixed-use development creates opportunities for shared parking because of the staggered demand peaks for parking associated with different uses. All land uses generate unique levels and patterns of parking demand, varying by time of day and day of the week. Parking supplies at mixed-use locations accommodate these demand fluctuations more efficiently than segregated supplies, by accommodating peaking uses with spaces left vacant by other uses, thereby substantially reducing the overall number of parking spaces needed by a project

Parking for the proposed residential units would be provided at ratios that are the same as parking required for downtown residential uses. These ratios are the following: Studio Unit-1.0 spaces; 1 Bedroom Unit-1.3 spaces; 2 Bedroom Unit-1.5 spaces and 3 Bedroom Unit-1.8 spaces. A total of 839 parking spaces will dedicated exclusively for the residents of the units. A parking supply of 311 parking spaces, including 127 residential visitor spaces (provided at a rate of .2 spaces per unit), will be available to be shared between the residential visitor, office and retail/restaurant uses.

Since parking for the Station Park Green project can be shared, the project's peak demand for parking is the sum of the usage for all uses at the busiest hour. For all the options listed as part of the project, the project will include the residential parking ratios discussed above for resident parking. The residential parking will be dedicated and be secured for the exclusive use of the residents of the project site. The following is discussion of the how the residential visitor, office and retail/restaurant parking spaces would be shared:

### **Option 1**

With all visitor, retail, restaurant and office parking shared, weekday peak parking demand is estimated to be 241 vehicles at the peak hour (7pm). On Saturdays, peak parking demand is estimated to be 240 vehicles at the peak hour (7pm). At that hour, restaurant and retail demands are near their peaks and many residents are home for the evening. If an effective parking capacity of 95% is used, then 254 parking spaces would need to be provided to meet this aggregate peak parking demand. The implementation of the TDM measures listed in the introduction of this memo would reduce the number of vehicle trips associated with this project, which in turn would further reduce parking demand; however, to maintain a conservative methodology the impacts of the TDM program were not taken into account as part of this analysis.

### **Option 2**

With all visitor, retail, restaurant and office parking shared, weekday peak parking demand is estimated to be 183 vehicles at the peak hour (11am). On Saturdays, peak parking demand is estimated to be 169 vehicles at the peak hour (7pm). At 11am on weekdays, office use is at its peak and retail and restaurant demands are near their peaks. If an effective parking capacity of 95% is used, then 193 parking spaces would need to be provided to meet this aggregate peak parking demand. The implementation of the TDM measures listed in the introduction of this memo would reduce the number of vehicle trips associated with this project, which in turn would further reduce parking demand; however, to maintain a conservative methodology the impacts of the TDM program were not taken into account as part of this analysis.

**Option 3**

With all visitor, retail, restaurant and office parking shared, weekday peak parking demand is estimated to be 194 vehicles at the peak hour (7pm). On Saturdays, peak parking demand is estimated to be 185 vehicles at the peak hour (7pm). At 7pm on weekdays, retail and residential uses are at their peak and restaurant demands are near their peak. If an effective parking capacity of 95% is used, then 204 parking spaces would need to be provided to meet this aggregate peak parking demand. The implementation of the TDM measures listed in the introduction of this memo would reduce the number of vehicle trips associated with this project, which in turn would further reduce parking demand; however, to maintain a conservative methodology the impacts of the TDM program were not taken into account as part of this analysis.

Based on the findings of the shared parking analysis, Station Park Green will have adequate parking to meet the expected peak hour parking demand for all alternatives. Furthermore, the number of parking spaces currently proposed could even be reduced. This development proposes to provide 839 parking spaces designated exclusively for residential units, and another 311 parking spaces to be shared between residential visitor spaces, office, retail, and restaurant uses.

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).

**MITIGATION MEASURES:**

Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project will include the following mitigation measures:

- The project will be required to pay Traffic Impact Fees based on the cumulative traffic increase.
- The project will be required to prepare a Parking Study at all phases of the project to determine the each phase of the project is providing parking on-site in accordance with the parking ratios and numbers outlined in the Specific Plan.. The parking study shall be prepared by a qualified parking consultant and shall be subject to the review and approval of the Planning and Public Works Departments.

With the implementation of these measures the project would result in a less than significant traffic and transportation impacts.

**XVII. UTILITIES AND SERVICE SYSTEMS**

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
<b>Would the project:</b>					
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"/>	2,3,9,10, 17
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,3,9,10, 17

<b>ISSUES:</b>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
effects? [1,3]					
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? [1,2,3]	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,9,10,17
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? [1,3]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,16,17
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? [1,3]	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,15,16,17,27
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? [1,3]	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,16,17
g) Comply with federal, state, and local statutes and regulations related to solid waste? [1,3]	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,3,16,17

**FINDINGS:** The relatively small-scale of the increase in energy resource consumption that would occur from the development of the mixed use and 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.

In addition, the project will be developed at LEED for Neighborhood Development level to reduce energy consumption 17.5 percent below compliance with Title 24.

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 and a conceptual sanitary sewer study has been prepared by ARUP (refer to Attachment 15). 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. In order to meet the increased demands on the Wastewater Treatment Plant created by this project, the applicant shall contribute fees toward the Plant expansion based upon the average projected sanitary flow, as determined under the City Council resolution in effect at the time the building permit application is made.

Since this project proposes the demolition of existing structures and paving in order to construct the 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.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would not result in significant utility and service system impacts.

**MITIGATION MEASURES:**

Individual projects (project phases) would require the approval of individual Site Plan and Architectural (SPAR) permits that would evaluate the specific design of each phase of the project for consistency with the Specific Plan, Design

Guidelines, the Mitigated Negative Declaration for the Specific Plan and Design Guidelines, as well as other applicable City codes. Each project or project phase will include the following mitigation measures:

- The City Shall collect a development impact fee from 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 waste water 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 of each project 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. The South Trunk line, that is designed to handle the capacity of the buildout of the corridor plan, is scheduled for construction and completion in 2011

With the implementation of these measures the project would result in less than significant impacts to utilities and service systems.

### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

<i>ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Supporting Information Sources</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,6,16,17,25,26
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,5,9,10,13,15,16,17,27
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"/>	2,3,4,5,7,8,12,16,17,21,22,24

**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, greenhouse gas, geology and soils, hazardous materials, land use, 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 mixed use and residential uses on the project site. In addition, the project is generally consistent with the applicable goals and policies of the Corridor Plan for the project site. In addition, the project is generally consistent with the City of San Mateo General Plan and Corridor Plan which include goals and policies related to achievement of long-term environmental goals.

The 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 documents recognize and address impacts resulting from buildout consistent with the goals and policies pertaining to mixed use, office and residential transit oriented development.

The proposed public benefits included as part of the Development Agreement, including the development of the SMART street along South Delaware Street; the development of the multi-use path along Concar Drive and the tree planting in the 19th Avenue neighborhood would result in less or similar impacts to the development of the proposed residential, office and retail uses.

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, greenhouse gas, land use, 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.