CITY OF SAN MATEO
Negative Declaration

Pursuant to Section 21000 et seq of the Public Resources Code and the City of San Mateo Environmental Review Guidelines and Procedures, a Negative Declaration is hereby granted for the following project:

Project Title and Number:	City of San Mateo, 2014 Housing Element Update
Lead Agency Name and Address:	City of San Mateo, Planning Division 330 W. 20th Avenue San Mateo, CA 94403
Contact Person and Phone Number:	Julia Klein, Senior Planner (650) 522-7216 jklein@cityofsanmateo.org
Project Location and APN:	The entire City of San Mateo. The city limits include 15.7 square miles (3.2 square miles of which are bay waters). The city is generally located at the intersection of U.S. HWY 101 and California State Route 92.
Project Sponsor's Name & Address:	City of San Mateo, Planning Division 330 West 20th Avenue San Mateo, CA 94403
General Plan Designation:	Various Citywide Categories.
Zoning:	Various Zoning Designations.

Description of Project:

State law sets forth many content and schedule requirements for the Housing Element of the General Plan, reflecting the importance of housing as a statewide issue. The City of San Mateo and most other northern California cities are required to submit revised Housing Elements by January 31, 2015. The update includes an evaluation of the current element to review its effectiveness, its progress in implementation, and the appropriateness of stated goals, objectives, and policies. This update must be reviewed and certified by the State of California Housing and Community Development (HCD) Department in order for the Housing Element to be in compliance with state law.

A summary of the Draft Housing Element follows:

Sections A. Introduction, B. San Mateo's Housing Objectives and C. Background Information - These sections provide basic background information regarding the demographics of San Mateo residents. According to the 2010 US Census, the City's population is 97,207 persons. It is also estimated that there are 40,014 housing units in the City, with 2.43 persons per unit. In addition, the jobs/employed person ratio in 2010 was nearly balanced, with 1.03 jobs per employed resident, as indicated by ABAG.

Section D. Housing Supply and Needs - The demographic information is used to analyze the need and supply of affordable housing which includes housing for households ranging from Moderate Income - up to 120% of the median family household income to Extremely Low Income – up to 30% of the median family income. This section also includes an assessment of special housing needs for specific targeted groups, such as the homeless, elderly, and those afflicted with physical or mental ailments.

Section E. Projected Housing Needs - This section includes the Regional Housing Needs Allocation (RHNA) determined by the Association of Bay Area Governments (ABAG), in which each city is provided a housing unit goal that is its "fair share" of the regional housing need. The County of San Mateo, in partnership with all twenty cities in the county, formed a subregion that was responsible for completing its own RHNA process. San Mateo County subregion created its own methodology and issued final housing allocations to members of the subregion. The following table shows the final ABAG housing allocation, as adjusted, for the City of San Mateo for the 2014-2022 planning period. The median family income for 2008 is $103,000.

REGIONAL HOUSING NEED ALLOCATION, 2014 - 2022

Total Projected Need	Extremely Low	Very Low	Low	Mod	Above Mod	Average Yearly Need
3,100	429	430	469	530	1,242	388
	14%	14%	15%	17%	40%	

This section of the Housing Element also discusses climate change and the City of San Mateo's steps to address this issue. This section summarizes the City's carbon footprint and the Sustainability Initiative Plan (accepted by the City Council in 2008) which addresses several areas of environmental responsibility for the City including citywide sources of CO_2 emissions, impacts from new developments and construction, city planning, waste and resource management and modes of transportation. The City is presently preparing a revised community-wide CAP, which will serve as a comprehensive strategy to reduce emissions of GHGs. This CAP will serve as a Qualified GHG Reduction Strategy, consistent with California Environmental Quality Act (CEQA) Guidelines Section 15183.5 and the Bay Area Air Quality Management District (BAAQMD) GHG Plan Level Guidance, and will also include environmental review consistent with CEQA and a General Plan Amendment to

reflect the updated CAP. The Climate Change section of the Housing Element will be updated upon approval of the revised CAP and General Plan Amendments.

Section F. Evaluation of the Previous Housing Element - This section includes an evaluation of the City's progress in meeting Housing Element objectives established in 2009, which was the date of the most recent revision to the City's Housing Element. These objectives include the preparation of specific plans, zoning changes, the provision of affordable housing, and ongoing housing programs.

The goal for total housing units including market rate housing was 1,338. During this reporting period, 1,334 units were completed, while 843 were under construction at the end of the planning period.

Section G. Inventory of Land For Residential Development - This section includes an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.

City staff inventoried vacant and underutilized parcels in San Mateo to determine what land is available for development at various levels of density. These density levels were then equated to the ABAG affordability levels and the number of units which might be able to be developed at each affordability level is estimated. The analysis was also completed using the actual average built densities for developments built on land with various zoning designations; the State has determined that it is not sufficient to simply calculate it at the zoned densities, especially if there are significant differences between zoned and built densities. The average built density was 77% of the maximum density.

Section H. Constraints on Housing Development - This section discusses the extent to which governmental regulation and nongovernmental factors affect the provision of housing development by the private sector. The City has been very aggressive in examining its codes and procedures, and revising its regulatory role to encourage housing development. This section outlines the manner in which the City has been pro-active in limiting the impact of these constraints.

Section I. Preservation of Units At Risk of Conversion to Market Rate - There are two projects with potential expiring affordability restrictions; however both are owned and operated by non-profit organizations who are highly motivated to keep the rents affordable for their clients. Based on the particular situations the conversion to market rate within the new Housing Element planning period is low as it is extremely likely that the affordability restrictions will be extended.

Section J. Housing Programs - This section discusses some of the ways the City assists in the development of housing, especially affordable housing, through financial and other kinds of assistance, including both public and private programs.

Section K. Housing Goals, Policies and Programs - The goals, policies and programs shown in this section of the Housing Element are intended to support, encourage and facilitate the production of housing in the City of San Mateo. There are several changes to the policies in this section. Many changes are the result of the completion of tasks, resulting in ongoing maintenance and monitoring, or are new programs to implement existing policies or new requirements by the State Department of Housing and Community Development (HCD).

Section L. Quantified Objectives - According to the State Department of Housing and Community Development, the sum of the quantified objectives for the programs should ideally be equal to or surpass the community's identified housing needs. However, State law recognizes that 'the total housing needs identified may exceed available resources and the community's ability to satisfy this need within the content of the general plan. Under these circumstances, the quantified objectives need not match the identified existing housing needs but should establish the maximum number of housing units that can be constructed, rehabilitated, and conserved over a five-year time frame'.

A total 3,164 dwelling units has been identified as San Mateo's objective for the period between 2014 and 2022.

Surrounding Land Uses and Setting: San Mateo is bounded by the San Francisco Bay and Foster City to the east, by the City of Belmont to the south, by the Town of Hillsborough and the City of Burlingame to the north, and by unincorporated county lands to the west.

Requested Applications: General Plan Amendment, Housing Element

Other public agencies whose approval is required: General Plan Amendment, Housing Element

Finding: Based on the attached Initial Study and the testimony received at a duly noticed public hearing, a Negative Declaration is granted, based on the judgment that:

_X_ The project will not have a significant effect on the environment.

____ The significant effects of the project noted in the Initial Study attached have been mitigated by modifications in the project, or by imposition of required mitigation measures listed in the Initial Study, so that the potential adverse effects are reduced to a point where no significant effects would occur.

Julia Klein, Senior Planner — Date: 10/16/2014

Ronald Munekawa, Chief of Planning — Date: 10/16/14

CITY OF SAN MATEO
Initial Study

PROJECT DESCRIPTION:

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A total 3,164 dwelling units has been identified as San Mateo's objective for the period between 2014 and 2022.

9. Surrounding Land Uses and Setting:

   San Mateo is bounded by the San Francisco Bay and Foster City to the east, by the City of Belmont to the south, by the Town of Hillsborough and the City of Burlingame to the north, and by unincorporated county lands to the west.

10. Requested Applications:

    General Plan Amendment, Housing Element

11. Other Public Agencies whose approval is Required (e.g., permits, financing approval, or participation agreement):

    State of California Housing and Community Development (HCD) Department

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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology /Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ 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.

Julia Klein, Senior Planner — Date: 10/16/2014

Ronald Munekawa, Chief of Planning — Date: 10/16/2014

EVALUATION OF ENVIRONMENTAL IMPACTS:

DISCUSSION OF ENVIRONMENTAL EVALUATION

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

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

1. City of San Mateo General Plan and Environmental Impact Report, Draft General Plan - 2009
2. City of San Mateo Municipal Code
3. Proposed Housing Element
4. Site Visits and Analysis (City observation)
5. State of California Hazardous Waste & Substances List
6. Uniform Building Code and City of San Mateo Building Division staff
7. Uniform Fire Code and City of San Mateo Fire Department staff
8. City of San Mateo Storm Water Management and Discharge Control Rules and Regulations (SMMC 7.39), and the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP).
9. USGS Map Showing Faults and Earthquake Epicenters in San Mateo County, CA
10. San Mateo Downtown Plan Greenhouse Gas Emissions from Don Ballanti to Ronald Munekawa, February 10, 2009
11. Governor's Office of Planning and Research (OPR) CEQA Guideline Amendments for Greenhouse Gas Emissions, December 2009
12. City of San Mateo Historic Resources Inventory and Historic Building Final Report, September 1989
13. Citywide Archaeological Investigations, City of San Mateo, CA
14. Charles Salter, City of San Mateo Noise Contours, September 2008
15. Hexagon Transportation Consultants, 2030 Traffic Model Projections
16. City of San Mateo, Single Family Design Guidelines, 2006
17. City of San Mateo Duplex Design Guidelines, 2004
18. City of San Mateo Sustainable Initiatives Plan, December 17, 2007
19. 2010 Urban Water Management Plan Mid-Peninsula District, California Water Service Company, adopted June 2011
20. County of San Mateo Comprehensive Airport land Use Plan, 2012
21. County of San Mateo, San Mateo County Hazardous Waste Management plan, 1989
22. City of San Mateo Multi-Hazard Functional Plan (MHFP), 1995
23. Bay Area Air Quality Management District CEQA Guidelines, May 2012

I. AESTHETICS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	1,2,3,4, 16,17
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	1,2,3,4, 16,17
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	1,2,3,4, 16,17
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	2,3,4

Discussion

The Housing Element update is a policy document intended to maintain compliance with State law, including the requirement to provide the City's fair share of new housing units. Development proposals submitted to the City are required to undergo design review through the requirement for a Site Plan and Architectural Review (SPAR), and also must have environmental review. As such, should any project create site specific aesthetic concerns they would be addressed at the time a planning application is filed with the City.

a) Scenic Vistas, b) Scenic Resources, c) Visual Character - Less than Significant Impact

The aesthetics of various areas of the City may be somewhat affected as new development is constructed, and existing buildings are remodeled. The City has a number of Housing Element policies which call for new development to be compatible with existing neighborhoods and for compliance to the City's adopted design guidelines, to minimize the aesthetic impacts of new development on surrounding areas.

The following Housing Element policies and programs will minimize potential visual impacts associated with the development of new housing in existing neighborhoods:

Policy H 1.1: Residential Protection. Protect established single-family and multi-family residential areas by the following actions:

1. Prevent the intrusion of incompatible uses not indicated in the Land Use Element as allowed in residential districts;

2. Avoid the overconcentration on individual blocks of non-residential uses defined by the Land Use Element as being "potentially compatible" in residential areas;

3. Assure that adequate buffers are provided between residential and non-residential uses to provide design compatibility, protect privacy, and protect residences from impacts such as noise and traffic; and

4. Review development proposals for conformance to the City's multi-family design guidelines for sites located in areas that contain substantial numbers of single-family homes to achieve projects more in keeping with the design character of single-family dwellings.

Program H 1.1: Residential Protection.

1. Consider policy during the Special Use Permit process with respect to the intrusion of incompatible uses.
   Lead: Planning Division
   (Ongoing)

2. Consider policy during the Special Use Permit process with respect to the overconcentration of non-residential uses.
   Lead: Planning Division
   (Ongoing)

3. Consider policy during the Site Plan and Architectural Review process with respect to assuring adequate buffers.
   Lead: Planning Division
   (Ongoing)

4. Consider policy during the design review process with respect to the review of development proposals for conformance with design guidelines.
   Lead: Planning Division
   (Ongoing)

Policy H 1.2: Single-Family Preservation. Preserve existing single-family neighborhoods through the following actions:

1. Maintain intact single-family neighborhoods as shown on the Land Use Map; and

2. Require on-site buffering in the design of new multi-family developments that abut single-family districts to assure privacy and reduce noise impacts.

Program H 1.2: Single-Family Preservation

1. Consider potential impacts on intact single family neighborhoods during the review of land use changes and special use permits for proposed development other than single family dwellings.

Lead: Planning Division
(Ongoing)

2. Consider additional buffering provisions such as landscape buffers, minimum fence heights, location of recreational facilities, underground garage exhausts, etc. during the design review process.
Lead: Planning Division
(Ongoing)

Policy H 1.6: Variances and Lot Divisions. Consider existing neighborhood character in terms of dwelling size, height, setbacks and lot size and configuration in reviewing variances and lot division proposals.

Program H 1.6: Variances and Lot Divisions.

1 Consider during variance and subdivision review.
Lead: Planning Division
(Ongoing)

Policy H 2.7: Secondary Units. Allow creation of secondary units on residentially zoned properties to provide opportunities for affordable rental units or to allow for the housing of extended families. Require that the design of secondary units be compatible with the main residence and neighborhood, provide adequate on-site usable open space and parking, and not infringe upon the privacy of adjoining properties.

Program H 2.7: Secondary Units.

1. Through plan check review of secondary unit applications, ensure compliance with regulations, architectural standards, and design guidelines that promote design compatibility with the principle residence and the neighborhood, provide required parking on-site, and minimize privacy impacts on adjoining properties.
Lead: Planning Division
(Ongoing)

These Housing Element policies provide guidance on design and neighborhood compatibility issues. Serious conflicts can arise between lower density residential and adjacent multi-family and non-residential areas. These policies direct that new development should be of a scale and include design features which are compatible with surrounding single-family homes, while maintaining housing affordability as a major goal. The design features should provide privacy, natural light, and protection from noise and traffic impacts for the adjoining single-family homes. Decisions on variances and lot divisions in established residential neighborhoods also take into account the impacts of the proposal on surrounding properties and the overall neighborhood character.

General Plan policies and City standards contained in the Municipal Code will also help to minimize the effects of new development and building additions on scenic vistas, scenic resources, and visual character. The General Plan contains policies that seek to preserve and enhance views and aesthetic and habitat areas, preserve heritage and street trees, maintain natural focal points and view corridors. The Plan also calls for new development to be compatible with existing neighborhoods and for compliance to the City's adopted design guidelines to minimize the aesthetic impacts of new development on surrounding areas. General Plan policies direct that new development should be of a scale and include design features which are compatible with surrounding residential neighborhoods. San Mateo has adopted design guidelines for multi-family dwellings that discuss design compatibility with surrounding neighborhoods.

The City also has adopted code standards and design guidelines to minimize impacts of building additions and new development in lower density areas. The single family section of the Zoning Code was amended in 1992 to reduce the amount of allowable floor area, require increased second story setbacks, and provide a daylight plane for side yard setbacks to reduce building bulk. In 2001, the City adopted the Single-Family Design Guidelines, and required planning applications and public review for substantial removal of existing homes and construction of new single family dwellings, and for second story additions to existing single family dwellings. The Guidelines address how a building's size, architectural character, and relationship to the street and nearby structures contribute to successful neighborhoods.

In addition to the Single-Family Dwelling Design Guidelines, the City adopted Duplex Design Guidelines in 2004, lowered the allowable floor area ratio in some duplex areas, and created a daylight plane for duplex dwellings. Duplex zoned areas are typically located near single family neighborhoods and provide a transition to higher density neighborhoods. Many of the issues and guidelines are similar to those contained in the Single-Family Dwelling Design Guidelines.

In 2003, the City revised the Zoning Code to designate secondary units as permitted uses in residential areas, provide architectural standards, and require compliance to regulations contained in the zoning district where the secondary unit will be constructed, including requirements for design review.

With implementation of the policies and programs included in the Housing Element, General Plan, and the City's design guidelines, this impact would be considered less than significant.

d) Light and Glare – Less than Significant Impact.

Many sources of night lighting and glare occur within the City of San Mateo area and in adjacent jurisdictions. Sources of night lighting include street lamps, accent and security lighting on buildings, parking lot lighting, and vehicle headlights at night. Existing substantial sources of night lighting include US 101 and SR 92, the Hillsdale Shopping Center and parking lots/garages, Hillsdale Boulevard, El Camino Real, downtown, commercial signs, and the San Mateo County Event Center. Additionally, residential, commercial, office, and industrial development located along major arterials also contribute to the overall level of night lighting in the vicinity. Sources of

glare during the day result primarily from parked cars located in large parking lots and light reflecting off of window glazing on buildings, particularly tall office buildings.

An incremental increase in the amount of nighttime light and glare would result from new development in the City. However, this increase would be within the context of an urbanized area. Nonetheless, the incremental amount of new nighttime light that could be expected to occur throughout the City would not be a substantial change from existing conditions and would not have a substantial effect on any particular area.

In addition, changes made to State standards (Title 24, Building Energy Efficiency Standards) will improve the quality of outdoor lighting and help to reduce the impacts of light pollution, light trespass, and glare. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. Development proposals submitted to the City shall be required to conform to State standards.

As such, the Housing Element would result in a less than significant impact to light and glare.

II. AGRICULTURE AND FOREST RESOURCES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
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. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	1,2,3
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	1,2,3
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))?	☐	☐	☐	☒	1,2,3
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	1,2,3
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?	☐	☐	☐	☒	1,2,3

Discussion

The Housing Element update will not impact Agricultural or Forest Resources.

a) Farmland, b) Williamson Act, c) Conversion of forest land, timberland or timberland zoned for Timberland Production, d) Loss or conversion of forest land, and e) Other changes resulting in conversion of farmland or forest land – No Impact

The city does not have an agricultural zone. There are no farmlands or lands under a Williamson Act contract within the City of San Mateo or its Sphere of Influence. There are also no forest

lands, timberland, or timberland zoned for Timberland Production within the San Mateo city boundary. Therefore, future development under the Housing Element update would have no impact on an agricultural zone, Williamson Act contract, forest lands, timberland, or timberland zoned for Timberland Production.

III. AIR QUALITY

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
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. **Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1,3,10, 11,18,23
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1,3,10, 11,18,23
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)?	☐	☐	☒	☐	1,3,10, 11,18,23
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	1,3,4,10, 11,18,23
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	1,2,3,4

Discussion

The Housing Element update, as a policy document, will not impact any air quality issues. The Housing Element anticipates an increase of approximately 3,100 units for the City's Regional Housing Need Allocation (RHNA) number of units through 2022. Population growth is anticipated to be incremental and would occur gradually as individual projects are approved by the City. The impacts to air quality from these additional units will be analyzed as specific development projects are reviewed by the City.

In reviewing this section, as well as other development based sections of this initial study, it is important to note that the proposed Housing Element does NOT include any changes to land use designations, zoning classifications, building heights and intensities or residential densities.

a) Air Quality Plan, b) Air Quality Standards or Air Quality Violation, c) Pollutant Increase, d) Exposure to Pollutant Concentrations, e) Objectionable Odors – Less than Significant Impact

The Bay Area Air Quality Management District (BAAQMD) and the Association of Bay Area Governments (ABAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the San Francisco Bay Area Air Basin. Currently, the Bay Area region is designated as a nonattainment area for state and national ozone standards and state particulate matter (PM) standards. The 2010 Clean Air Plan (CAP) was developed by the BAAQMD to bring the area into attainment of federal and state ambient air quality standards and provides an integrated control strategy to reduce ozone, particulate matter (PM), toxic air contaminants, and greenhouse gases. BAAQMD recently initiated an update to the Bay Area Clean Air Plan and held a public workshop in February 2014 to begin development of the update.

BAAQMD has prepared the 2012 BAAQMD CEQA Guidelines to assist lead agencies, analysts, project proponents, and other interested parties in evaluating potential air quality impacts of projects and plans proposed in the Bay Area. According to the BAAQMD, air quality impacts from future development pursuant to general or area plans can be divided into construction-related impacts and operational-related impacts. Construction-related impacts are associated with construction activities likely to occur in conjunction with future development allocated by the plan. Operational-related impacts are associated with continued and future operation of developed land uses, including increased vehicle trips and energy use.

The proposed Housing Element does not propose densities higher than that already permitted in the General Plan; thus, adoption and implementation of the Housing Element will not result in an increase in population and households over those accounted for in the CAP. The anticipated population and household increases associated with the adopted General Plan policy are within the growth assumptions estimated by ABAG and therefore will not result in a conflict with or obstruction of the CAP.

Additionally, new housing development facilitated by the proposed Housing Element will be required to comply with BAAQMD rules and regulations aimed at reducing construction-related pollutant emissions, including fugitive dust and other particulates, as well as reactive organic compounds and other ozone precursors found in paints and other coatings. Considering that the proposed Housing Element is consistent with General Plan land use policy, adoption and implementation of the proposed Housing Element will not change or otherwise interfere with the regional pollutant control strategies of the CAP. The project's impact on cumulative levels of regional ozone or particulate matter is therefore anticipate to be less than significant.

Through its standard development review process that includes review pursuant to State CEQA statutes and guidelines, the City will ensure that any future development projects developed pursuant to the proposed Housing Element and General Plan Amendment provide adequate protection for residents from any local air pollution sources. Additionally, residential land uses typically do not create objectionable odors and no new odor sources will result from adoption or implementation of the proposed Housing Element because it does not authorize construction of any new housing project, redevelopment of any existing property, or any particular infrastructure construction project. Therefore, the adoption of the proposed Housing Element on sensitive receptors or create objectionable odor is expected to be less than significant.

IV. BIOLOGICAL RESOURCES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	1,3,4,8
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?	☐	☐	☒	☐	1,3,4,8
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?	☐	☐	☐	☒	1,3,4,8
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?	☐	☐	☒	☐	1,3,4
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	1,2,3,4
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?	☐	☐	☒	☐	1,3,4

Discussion

As a policy document, the Housing Element revision itself will create no impacts. Biological resources in various areas of the City may be somewhat affected by new development. An analysis of any biological impacts generated by specific projects will occur as environmental review is conducted for specific future residential developments within the City of San Mateo.

a) Habitat Modifications, b) Riparian Habitat, d) Resident or Migratory Fish or Wildlife Species, e) Biological Resources, f) Habitat or Conservation Plans - Less than Significant Impact

In and around San Mateo there exist canyons, hillsides, creeks, and shoreline representing remnants of the historic natural habitat. The significant resource areas are the Bay shoreline, Marina Lagoon, Sugarloaf Mountain, San Mateo Creek, and other large creeks and drainage channels. In San Mateo and around the Bay Area, habitat conversion has been the dominant

cause of species depletion. A variety of bird, reptile, insect, and mammal species have been associated with the San Mateo area.

The city limits of San Mateo include roughly 1,200 acres of bay waters and some 3 miles of shoreline which is an area of waterfowl habitat. Marina Lagoon is 185 acres in size and approximately 4.5 miles long. While the lagoon has served its flood control purpose, over the years the lagoon has also become a source of recreational, aesthetic and wildlife value. The Lagoon includes a small (.7 acre) island at the mouth of the former Seal Slough known locally as "Bird Island." It currently supports roosting, nesting, and feeding shorebirds and waterfowl but vegetation is sparse. The City's creeks and channels also provide aesthetic and wildlife value. San Mateo Creek is the largest channel crossing the City where a significant portion of the creek length is above ground and well vegetated. The Creek is recognized for its current value as groundwater recharge, wildlife habitat, and fish migration. The potential for enhancement is particularly significant along San Mateo Creek and Laurel Creek, as well as portions of Edgewood and Beresford Creeks.

Sugarloaf Mountain is an extremely valuable inland natural resource containing wildlife habitat. The City's Laurelwood Park is part of Sugarloaf Mountain and occupies the upper reaches and north side of Laurel Creek. The remaining Sugarloaf open space is planned for public use and management by the City's Parks and Recreation Department. Approximately 225 acres of Sugarloaf Mountain is owned by the City of San Mateo, and has been zoned as open space to preserve its visual character and habitat value while allowing for recreational use.

Increased construction activity throughout the City may have an impact on heritage trees, street trees, and other vegetation and wildlife on both public lands and private property. Heritage trees are a particularly important resource, and are subject to protection under the City's Heritage Tree Ordinance.

The City's Conservation, Open Space and Parks and Recreation Element (C/OS) has specific policies and standards regulating the protection of biological resources during the review of new development proposals. Policies pertaining to the shoreline and Marina Lagoon include the enhancement of the wildlife habitat value of Marina Lagoon and maintaining Bird Island as a bird nesting and breeding ground. C/OS Element policies also seek to preserve and enhance the aesthetic and habitat values of creeks and channels, and state that water quality is to be a management objective to sustain aquatic/wildlife habitat appropriate to the water flow in the creeks and channels. This Element also provides policies for the regulation of hillside development to preserve topographic forms and to minimize adverse impacts on vegetation, water, and wildlife resources.

The C/OS Element also contains several policies concerning the preservation and regulation of heritage trees and street trees. These policies seek to both preserve heritage and street trees and require significant replacement planting when the removal of heritage trees is permitted. They also require protection of heritage trees during construction and require that landscaping, buildings, and other improvements located adjacent to heritage trees be designed and maintained to be consistent with the continued health of heritage trees. The City's Heritage Tree

ordinance implements these policies with the intent of preserving as many of these significant trees as possible through the regulation of removal and pruning. These regulations affect both undeveloped and developed properties. When a tree qualifying as a Heritage Tree is removed, the owner must plant additional trees on site or pay a fee to the City based on the calculated value of the tree removed.

Street trees have the potential for to bring a sense of nature to an urban area and provide some habitat for birds and small animals. The City's Street Tree Ordinance implements C/OS policies regarding the preservation and maintenance of existing street trees and the requirement for street tree planting as a condition of approval for new developments. No person may trim, remove, or plant a street tree without a permit from the Parks and Recreation Department. When a permit for removal is granted, the tree must be replaced. Adherence to the City's Heritage Tree and Street Tree ordinances will minimize impacts on vegetation as new construction and redevelopment of existing properties takes place.

The C/OS Element also includes a map of Rare, Threatened, and Endangered Species as established by the California Department of Fish and Game. This map is used during the development review process as part of the environmental analysis for a site specific development proposal. If a project is proposed in an area of habitat value as shown on the map, a separate report is required to analyze the habitat value of the site. If necessary, mitigation measures are incorporated into the project. In addition, development proposals are required to conform to all General Plan policies and City Ordinances, pertaining to biological resources. In addition, the multi-family development types designated in the Housing Element would mostly be in-fill projects that would be constructed on existing developed sites in relatively urban areas of San Mateo.

With the implementation of existing General Plan policies, City Ordinances, and the review of development details for individual development projects, the impact of new development on Biological Resources will be less than significant.

c) Wetlands – No Impact

The large tidal marsh area, and the City's significant wetland, is the 50-acre "Bay Marshes" off-shore in the southeast corner of the City adjacent to Foster City. The Housing Element will not have a substantial adverse effect on federally protected wetlands through direct removal, filling, hydrological interruption, or other means in that the identified housing sites and properties zoned for residential development are not located within wetlands areas.

V. CULTURAL RESOURCES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐	1,2,3,4, 12
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐	1,2,3,4, 13
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	1,3,4,13
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	1,3,4,13

Discussion

The Housing Element update, as a policy document, will not create any negative impacts to cultural resources. However new development in specific areas of the City may have the potential to disturb a sensitive archeological resource or impact a historic resource. Environmental review of subsequent housing projects would include an analysis of any impacts on cultural resources.

a) Historical Resource, b) Archaeological Resource, c) Paleontological Resource, d) Disturb any Human Remains – Less than Significant Impact

The City of San Mateo was initially the home of the Ohlone. It is known that the Ohlone congregated near San Mateo Creek and the Bay Marshes. The City has been mapped for "archaeological sensitivity" (David Chavez, *Archeological Investigations, City of San Mateo, California, 1983*). The "high sensitivity" zone includes recorded archaeological sites and the immediate area which are favorable sites. The 1983 survey concluded that while soil removal and construction have eliminated most above ground shellmounds, good potential still exists for the presence of undisturbed subsurface archaeological deposits at surveyed sites. It was also concluded that high research potential exists for sites adjacent to San Mateo Creek. The "medium sensitivity" zone includes areas surrounding the high sensitivity areas and other locales where, while no sites are recorded, the settings are similar to those where recorded sites do occur. The majority of the City is in a "low sensitivity" zone wherein archaeological resources are not generally expected but may occur. Because of concerns over the looting of sites, this map is available only for inspection in the Planning Division office.

The establishment of the Downtown at B Street and Third Avenue as a result of the arrival of the railroad is one key to the development character and history of the City. The second key is the establishment of estates and country homes in San Mateo during the 1800's and then the subdivision of those estates in the early 1900's. As a result of this early start in suburbanization, San Mateo has many historically significant buildings, structures, and landmark sites. Individual

buildings of distinction are important to San Mateo's economy and quality of life. These structures contribute to neighborhood identity and cultural diversity; they add to the overall character of the City and the viability of the City for new businesses. Over the years, significant buildings have been lost to make way for new development, fire, demolition, or neglect and with them elements of associated eras, stories, and personalities have been lost. Interest in preservation of these structures among City residents has grown over the years.

In 1989, a historic building survey was completed for the City of San Mateo. The survey identified some 200 historically significant buildings. Because of the large number of structures, the Survey focused primarily on the oldest neighborhoods, most of which are located east of El Camino Real (SR 82). Survey efforts were concentrated in the traditional downtown area, particularly along B Street and Third Avenue, and the neighborhoods of Central, East San Mateo, Hayward Park, San Mateo Heights, and North Central. Other areas west of El Camino Real and south of Hayward Park through 25th Avenue were visually surveyed only. The City has two identified historic districts, the Downtown Historic District and the Glazenwood Historic District. The Downtown area is of particular importance and interest with respect to historic structures. These historic structures, as identified in the 1989 survey, contribute to downtown's identity and add to the overall character of the City. The areas along Third Avenue and B Street contain the largest concentration of historical structures within the downtown and form the Downtown Historic District.

In addition to the historic building survey work done in 1989, there have been other historic evaluations performed on structures in the City. These evaluations typically coincided with planning applications for alterations or substantial removal of dwellings and commercial buildings. These evaluations have led to additional buildings being added to the City's data base for historic structures. It should be noted that there are five buildings in the City that are listed on the National Register of Historic Places (listed by official name of resource): Ernest Coxhead House on East Santa Inez; De Sabla Teahouse and Tea Garden on De Sabla Avenue; Hotel Saint Matthew on Second Avenue; National Bank of San Mateo on B Street: and the US Post Office on South Ellsworth Street.

While these historic resources could potentially be impacted by new development, demolition or individual building improvements, current City guidelines and standards for historic preservation provide opportunity for detailed planning application review to consider project impacts including consideration for specific historical/architectural features, materials, colors, etc. for all new construction, as well as treatment of existing historic structures that are based on the policies regarding individually eligible buildings and contributor buildings.

Additionally, the City's General Plan Conservation/Open Space Element includes policies which speak to historic preservation. Specifically these policies: prohibit the demolition of historic buildings until a building permit is authorized subject to approval of a planning application; require the applicant to submit alternatives on how to preserve the historic building and implement methods of preservation unless health and safety requirements cannot be met; require that all exterior renovations of historic buildings conform with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures; promote the rehabilitation of historic structures; consider alternative building codes and give

historic structures priority status for available rehabilitation funds; establish and maintain an inventory of architecturally, culturally, and historically significant structures and sites; consider the protection of concentrations of buildings which convey the flavor of local historical periods or provide an atmosphere of exceptional architectural interest or integrity, after additional study; and foster public awareness and appreciation of the City's historic, architectural, and archaeological resources.

The City's Zoning Code also requires review of any Individually Eligible or Contributor building in the downtown. Any modifications are evaluated for conformance with the *Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Structures.* The California Environmental Quality Act (CEQA) also includes requirements for evaluation of projects which may affect historic resources. These standards would be used on a project by project basis as individual development projects are evaluated. General Plan policies, City guidelines, and conditions of project approval reduce potential archaeological impacts to a less than significant level.

The City of San Mateo General Plan Conservation/Open Space and Parks and Recreation Element includes a policy to preserve, to the maximum extent feasible, archaeological sites with significant cultural, historical, or sociological merit. This policy has been implemented through the requirement for project specific studies for all sites in the high sensitivity zones. General Plan policy and conditions of project approval reduces potential archaeological impacts to a less than significant level.

While the exact number of archaeological, paleontological, and undesignated human remain sites within the City boundary is unknown, the high sensitively zone includes recorded archaeological sites and the immediate area surrounding such sites. All determinations for level of sensitivity for future evaluation will be based on the Chavez report unless superseded by future investigation. Additionally, the California Archaeological Inventory Northwest Information Center is a resource to determine potential impacts on archaeological resources.

The California Environmental Quality Act includes requirements for evaluation of projects which may affect cultural and historic resources. These standards would be used on a project by project basis as individual development projects are evaluated. In addition to the provisions of the California Environmental Quality Act, California State Public Resources Code, Section 21083.2 – Archaeological Resources requires that sites within an area of potential environmental impact must be evaluated for uniqueness, as defined by the statue. If archaeological remains are found, site work must stop until a qualified expert has evaluated the finds. In areas of high archeological sensitivity, the City requires site inspection before construction work begins as a condition of project approval.

VI. GEOLOGY AND SOILS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
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.	☐	☐	☐	☒	1,2,3,9
ii) Strong seismic ground shaking?	☐	☐	☒	☐	1,2,3,9
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1,2,3,9
iv) Landslides?	☐	☐	☒	☐	1,2,3,9
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	1,2,3,9
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?	☐	☐	☒	☐	1,2,3,9
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?	☐	☐	☒	☐	1,2,3,9
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?	☐	☐	☐	☒	1,2,3,9

Discussion

The Housing Element update, as a policy document, will not create any negative impacts to geology or soils. However new development in specific areas of the City may have geologic concerns which would be addressed during the review of the individual project.

a) Ground Shaking, Ground Failure, Landslides, b) Soil Erosion, c) Unstable Soil, d) Expansive Soil – Less than Significant Impact

Bedrock types in San Mateo comprise the sedimentary-volcanic-metamorphic rocks of the Fransican Formation, and the conglomerate, sandstone and minor mudstone of the Santa Clara formation. The rocks exist in masses having the form of blocks, slices, and wedges, which are, for the most part, separated by long inactive faults. The broad, rolling upland area which characterizes much of the western hills of San Mateo is part of an extensive uplifted surface which is cared by the drainage canyons of Laurel and San Mateo Creeks. To the northeast, soil conditions are that of Bay Mud and imported fill material. These soil conditions roughly extend from the San Francisco Bay to the Bayshore Freeway, representing the approximate location of the shoreline in the San Mateo before the Bay was filled.

The entire City of San Mateo is in a region of high seismicity. The San Andreas fault, which produces relatively infrequent, but severe earthquakes in the San Francisco Bay Region is located to the west of the City. There are no known active faults in San Mateo, and inactive faults which are present are older features which do not exhibit indications of recent motion. There is no reason to expect a recurrence of movement along these other fault traces. The entire San Francisco Bay Area is occasionally subjected to very strong earthquakes that originate on the San Andreas, Hayward and Calaveras faults.

Past earthquakes have shown that often the underlying soil conditions pose a greater hazard to structures than the proximity to a fault. Ground shaking from an earthquake is amplified and lasts longer in unconsolidated or water saturated soils such as bay mud than in harder bedrock. Ground shaking can cause structural failure of buildings in moderate to severe earthquakes, particularly older structures built prior to the establishment of seismic safety standards in 1933. Masonry buildings are particularly vulnerable to the lateral motion of earthquakes unless properly reinforced. In 1989, the City's Building Inspection Division identified 25 unreinforced masonry structures which may be seismically hazardous. The former Odd Fellow Building in downtown San Mateo was the last of the 25 identified unreinforced masonry buildings. The property owner secured a loan through the then active Redevelopment Agency of the City of San Mateo and received Planning Application approval in 2008 to seismically retrofit the building to increase stability in an earthquake as well as modify the exterior of the historically sensitive building. Construction was completed in 2012 and the building is currently occupied.

Problems of slope instability are most prevalent in the hillside areas where landsliding has occurred previously and where landslide deposits can be found. Landslide failures have also occurred in areas where slopes were modified by grading. This can be seen along Highway 92 in the western hills and in the area north of East Laurel Creek Road. Although City records verify past slope failures in areas of the western hills, instability is not widespread in San Mateo and while landslides have caused property damage, no loss of life or of dwellings has occurred. Generally, natural slope areas have demonstrated good stability in the past.

The Housing Element includes the City’s Regional Housing Needs Allocation (RHNA) of 3,100 dwelling units as determined by the Association of Bay Area Governments (ABAG). While these units may be constructed in various areas of the City, it is anticipated that the majority of the units will be built in the San Mateo Rail Corridor Transit-Oriented Development Plan which includes the Bay Meadows Specific Plan area. The EIR for the Corridor Plan, approved by the City of San Mateo, contains specific mitigation measures to reduce geology and soils impacts, and individual projects in the Corridor Plan area will be subject to these mitigations as well as conformance to the California Building Code.

The City of San Mateo has specific General Plan policies that address geology and soil conditions for new development in the City. Safety Element policies require site specific geotechnical and engineering studies for development proposed on sites identified in the Safety Element as having moderate or high potential for ground failure, and regulate hillside development consistent with the City's Site Development Code. These policies also require erosion control measures for all

development sites where grading activities are occurring, including those having landslide deposits, past erosion problems, the potential for storm water quality impacts, or slopes of 15% or greater which are to be altered.

Development proposals submitted to the City are required to: undergo design review through the requirement for a Site Plan and Architectural Review (SPAR), must have environmental review to assess potential impacts related to the geology of the underlying soil conditions and proposed building foundation systems, and will be required to conform to all applicable Building and Fire codes. As such, the impact of the Housing Element on geology and soils is considered less than significant.

a) Rupture of a Known Earthquake Fault, e) Septic Tanks or Alternative Waste Water Disposal Systems – No Impact

There are no known active faults in San Mateo, and inactive faults which are present are older features which do not exhibit indications of recent motion. Development in the City of San Mateo is required to use the sanitary sewer system.

VII. GREENHOUSE GAS EMISSIONS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1,3,8
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1,3,8

Discussion

The Housing Element update, as a policy document, will not impact greenhouse gas emission issues. The Housing Element anticipates an increase of approximately 3,100 units for the City's Regional Housing Need Allocation (RHNA) number of units through 2022. Population growth is anticipated to be incremental and would occur gradually as individual projects are approved by the City. The impacts to greenhouse gas from these units will be analyzed as specific development projects are reviewed by the City.

In reviewing this section, as well as other development based sections of this initial study, it is important to note that the proposed Housing Element does NOT include any changes to land use designations, zoning classifications, building heights and intensities or residential densities.

a) Generate Greenhouse Gas Emissions, b) Conflict with Emissions Reduction Plan, Policy or Regulations – Less Than Significant

The City has adopted a Greenhouse Gas Emissions Reduction Program, and is utilizing the corresponding monitoring tool, in conformance with CEQA Guidelines section 15183.5. In addition, the Greenhouse Gas Emission Reduction Program has been designed to meet the requirements of the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines and the corresponding criteria for a Qualified Greenhouse Gas Emissions Reduction Strategy as defined by the BAAQMD. The Program quantifies specific policies in the Sustainable Initiatives Plan and General Plan, and concludes that with the combination of the Sustainable Initiative Plan, General Plan policies, regional, and State policies and programs, the City will reach its 2020 greenhouse gas emission reduction target.

Applying the City's General Plan Policies and Greenhouse Gas Emissions Reduction Program, including provisions for construction and energy efficiency, this project will not result in the City exceeding the levels set forth above. As a result, the greenhouse gas impacts are less than significant.

Background

The following information is excerpted from a report titled, San Mateo Downtown Plan Greenhouse Gas Emissions from Don Ballanti, February 10, 2009. 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_2)
- Methane (CH_4)
- Nitrous Oxide (N_2O)
- 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.

<u>Carbon dioxide (CO_2)</u>

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,with a Global Warming Potential (GWP) of 1, for determining GWPs for other GHGs.

<u>Methane (CH_4)</u>

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_20)

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. 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.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill 32). This law set a target for the state to reduce GHG emissions to 1990 levels by 2020, and identified the California Air Resources Board (CARB) as the responsible agency. CARB created the AB 32 Scoping Plan in 2008, which establishes a number of market-based and regulatory mechanisms to achieve the GHG reduction goal. The Scoping Plan also establishes local governments as key partners in addressing climate change, and suggests that communities can help achieve the state target by reducing their GHG emissions 15% below 2005 levels by 2020.

In 2008, California passed the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375). SB 375 requires the California Air Resources Board (CARB) to develop regional GHG emissions reduction targets to be achieved from passenger vehicles and light-duty trucks for 2020 and 2035. The regional targets adopted by the Metropolitan Transportation Commission are a 7% reduction in per capita transportation emissions by 2020 and a 15% reduction by 2035 which will be achieved through the development of a Sustainable Communities Strategy as part of the One Bay Area plan.

City of San Mateo Greenhouse Gas Emissions Reduction Programs

With the passage of AB 32 and SB 375, the City of San Mateo has taken extensive steps to address Climate Change. In 2007, a Carbon Footprint study was conducted to determine the City's greenhouse gas emissions which helped the City focus its sustainability efforts. In 2007, the City also formed a Sustainability Advisory Committee which created and submitted to the City Council

a Sustainability Initiatives Plan. This plan contains numerous recommendations on how the City can address Climate Change and reduce the City's greenhouse gas emissions.

In addition to the Sustainable Initiatives Plan, a Climate Action Plan (CAP) for City's Operations and Facilities was created. This Plan focused on citywide efforts and programs of the City that reach out to and for the public. The CAP is for city agency efforts and includes specific actions that will reduce the energy and fuel use in city facilities and operations, thus lessening the climate change impacts that the city is responsible for. These two documents together present a full picture of what the City can do to increase its efforts to be more sustainable, more environmentally conscious and more climate friendly.

In 2014, the City formed a Sustainability Commission which is tasked with providing policy guidance to the City Council related to sustainable issues. The Sustainability Commission is working with City staff to prepare a revised community-wide CAP, which will serve as a comprehensive strategy to reduce emissions of GHGs. As noted above, San Mateo has already taken steps to develop a framework for GHG reduction with the Sustainable Initiatives Plan, Greenhouse Gas Emissions Reduction Plan, and the Climate Action Plan for Operations and Facilities. This updated CAP will integrate and consolidate these earlier efforts into a single document, creating an updated framework for addressing GHG emissions in the community. The CAP will also use the countywide Regionally Integrated Climate Action Planning Suite (RICAPS) effort being led by the City/County Association of Governments of San Mateo County (C/CAG) as a foundation for the GHG inventory data.

This CAP will serve as a Qualified GHG Reduction Strategy, consistent with California Environmental Quality Act (CEQA) Guidelines Section 15183.5 and the Bay Area Air Quality Management District (BAAQMD) GHG Plan Level Guidance. As part of the requirements for a Qualified GHG Reduction Strategy, the CAP will include an inventory and forecast of San Mateo's current and future GHG emissions, a target to reduce community-wide GHG emissions, specific strategies to achieve these reductions, and an implementation and monitoring program to track progress toward the target and the status of the reduction strategies. The project will also include environmental review consistent with CEQA and a General Plan Amendment to reflect the updated CAP. It is anticipated that a draft of the revised CAP will be completed in mid-2015, and will include environmental review consistent with CEQA and a General Plan Amendment to reflect the updated CAP. The Climate Change section of the Housing Element will be updated upon approval of the revised CAP and General Plan Amendments.

As part of the CAP development process, C/CAG has provided the City data on community-wide emissions from the baseline year of 2005 to 2010. In 2005, GHG emissions totaled 804,290 MTCO2e. The largest sector, on-road transportation, produced 464,070 MTCO2e, or 58% of total community emissions. The next largest sector, commercial/industrial built environment, produced 144,790 MTCO2e, 18% of the total. The residential built environment was the third largest sector with 17% of total emissions (136,790 MTCO2e). In 2010, the community-wide GHG emissions totaled 734,290 MTCO2e. The largest sector, on-road transportation, produced 412,230 MTCO2e, or 56% of total community emissions. The next largest sector, residential built environment, produced 136,670 MTCO2e, 19% of the total. The commercial/industrial built environment was

the third largest sector with 18% of total emissions (131,730 MTCO2e).

Overall, emissions went down by 70,000 MTCO2e, or 9% between 2005 and 2010. On-road transportation emissions had the largest change between 2005 and 2010, a 51,840 MTCO2e decrease, and is responsible for the majority of the net emission decrease. Emissions also declined in a number of other sectors, including commercial/industrial built environment (13,060 MTCO2e), solid waste generation (12,160 MTCO2e), landfills (1,070 MTCO2e) and residential built environment (120 MTCO2e). The GHG emission reduction strategies identified in the CAP will further assist the City in achieving the State-required reduction of 15% over 2005 levels by the year 2020.

Sources of Greenhouse Gas Emissions

Anthropogenic GHG emissions worldwide as of 2005 totaled approximately 30,800 CO_2 equivalent million metric tons ($MMTCO_2E$). 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_2, 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.

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_2-eq emissions from vehicular traffic, area sources, and energy consumption.

<u>Direct Emissions</u>

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 2030 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 number of residential land uses and the number and size of nonresidential land uses.

Hearth emissions consist of emissions from wood stoves, wood fireplaces, and natural gas fireplaces related to residential uses.

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 produces. Emissions associated with these products primarily depend on the increased population associated with residential development. In URBEMIS-2007, these sources generate ROG emissions but not carbon dioxide.

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_4) and nitrous oxide (N_2O) were estimated separately based on the URBEMIS-2007 estimates of carbon dioxide from vehicles and natural gas combustion. CH_4 and N_2O 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. Because these gases are more powerful global warming gases the emissions were multiplied by a correction factor to estimate “carbon dioxide equivalents”. CH_4 was assumed to have a Global Warming Potential of 21 times that of CO_2, while N_2O was assumed to have a Global Warming Potential of 310 times that of CO_2. The attached

spreadsheet printout shows the estimated calculation of CH_4 and N_2O carbon dioxide equivalents and the calculation of total estimated CO_2 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 per housing unit and commercial space recommended by the California Energy Commission. Emission rates for CO_2, CH_4 and N_2O 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_2, CH_4 and N_2O. These emissions were converted to CO_2 equivalents.

What is the City's Threshold of Significance?

In accordance with Assembly Bill 32 and Senate Bill 97, the state Office of Planning and Research ("OPR") has developed preliminary draft regulatory guidance (January 8, 2009) for analysis and mitigation of potential effects of greenhouse gas emissions. OPR has not established statewide thresholds of significance; instead, OPR indicates that each local jurisdiction is responsible for determining its own threshold of significance.

Until the preliminary draft regulations are adopted and a Threshold of Significance is established for the City of San Mateo, each project will be evaluated on its ability to reduce its overall GHG emissions. These project specific reductions will meet the intent of AB 32 by reducing GHG emissions, but will also continue to allow new development to occur

AB 32 does not prohibit all new GHG emissions; rather, it requires a reduction in State-wide emissions to a given level. Thus, AB 32 recognizes that GHG emissions will continue to occur; increases will result from certain activities, but reductions must occur elsewhere.

In assessing this impact, it is important to note that the Housing Element does not include any changes to land use designations, zoning classifications, building heights and intensities or residential densities.

Are the Environmental Impacts of the City's Housing Element Potentially Significant?

A study of Green House Gases (GHGs) produced in the City of San Mateo is provided in the City of San Mateo Sustainable Initiatives Plan, December 17, 2007. The document indicated that in 2006, the CO_2 Equivalent for residences, business and traffic within the City was equal to 625,009 metric tons. This 2006 measurement is used as a baseline for the purposes of this analysis.

The Sustainable Initiatives Plan went on to project that absent any action, under a "Business As Usual" mode, this CO_2 Equivalent would increase to 764,267 metric tons by 2020 which would exceed the 1990 GHG level, used as a benchmark in AB 32, of 573,332 metric tons of CO_2 Equivalent,

The draft CEQA Amendments prepared by OPR indicate that one of the considerations in determining significance of impacts from greenhouse gas emissions includes:

"(1) The extent to which the project could help or hinder attainment of the state's goals of reduce greenhouse gas emissions to 1990 levels by the year 2020…"

As noted above, future development in the City – absent City policies limiting GHG emissions -- would contribute to the Citywide increase in GHG over the City's baseline of 2006 levels and preclude reduction of GHG to 1990 levels. This would be in conflict with the general provisions of AB 32 and in the absence of specific significant thresholds (to be developed by the California Air Resources Board), would be considered a potentially significant impact if the City did not already have policies in place regarding GHG emissions. However, policies included in the City's General Plan and the City's Sustainable Initiatives Plan will reduce this impact to less than significant.

<u>City Policies Limiting Production of Greenhouse Gases</u>

The City has existing policies currently in place to limit the production of greenhouse gases.

A Sustainable Initiatives Plan was developed for the City Council by the Sustainability Advisory Committee, a City Council appointed group made up of representatives of different organizations and stakeholders. The Plan addresses several areas of environmental responsibility for the City including citywide sources of CO2 emissions, impacts from new developments and construction, city planning, waste and resource management and all modes of transportation. The Plan also addresses ways to engage the public and businesses in creating solution to the environmental challenges.

The Sustainable Initiatives Plan is a companion document to the Climate Action Plan for Operations and Facilities (CAP). The CAP focuses on citywide efforts and programs of the City that reach out to and for the public. The CAP is for city agency efforts and includes specific actions that will reduce the energy and fuel use in city facilities and operations, thus lessening the climate change impacts that the city is responsible for.

In conjunction, the City also adopted policies calling for mandatory compliance with sustainability standards as follows:

- Residential projects: 75 points utilizing the Green Point Rated System (GPR)
- Commercial building: Leadership in Energy and Environmental Design (LEED) Silver Rating.

These standards become effective in July 2009. In addition, the City has adopted a policy calling for all municipal buildings to be constructed to a LEED Silver rating. Additionally, the state adopted the 2013 Green Building code which further heighten the overall energy efficient and sustainable building construction standards. The Green Building code addresses the use of sustainable materials, methods of construction, interior, and recycling of construction materials. In 2013, the city adopted the California Green Building Code to provide further energy conservation and sustainability measures including solar ready, plumbing insulation, efficient lighting and heating systems.

The General Plan, including the Housing Element, also contains policies supporting Transit Oriented Development (TOD) which provide housing in close proximity to train stations in the downtown and at the Hayward Park and Hillsdale train stations.

In 2007, the City adopted the Transit Oriented Development Ordinance which implements the San Mateo Rail Corridor Transit Oriented Development Plan (adopted 2005). The location of housing within proximity to transit stations has been shown to increase the use of transit ridership and reduce the use of single-occupancy vehicles. The concept of transit-oriented development has the potential to positively affect local circulation, jobs/housing balance, and the evolving fabric of the City's transit corridors. The Housing Element contains the following policy and program in support of transit oriented development:

Policy H 2.13: Transportation Oriented Development (TOD). Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

Program H 2.13: Transportation Oriented Development (TOD).

1. Encourage transit-oriented development in locations adjacent or near train stations and other transit nodes.
   Lead: Planning Division
   (Ongoing)

2. Ensure that development proposals conform to the Transit Oriented Development Ordinance and the San Mateo Rail Corridor Transportation Oriented Development Plan.
   Lead: Planning Division
   (Ongoing)

The Housing Element anticipates an increase of approximately 3,100 units for the City's Regional Housing Need Allocation (RHNA) number of units through 2022. The 3,100 units represent only a 7.7 percent increase in households over existing levels. In addition, this relatively small percentage in growth is anticipated to be incremental and would occur gradually as individual projects are approved by the City. The City's Adequate Sites List shows that a significant number of these units will be located within the San Mateo Rail Corridor Transit-Oriented Development Plan area, which is anticipated to reduce vehicle trips, and consequently is expected to reduce

impacts on air quality to less than significant levels. The impacts to air quality from these additional units will be analyzed as specific development projects are reviewed by the City.

The Housing Element maintains existing land use designations of residential development in proximity of Highway 101. As part of the California Air Resources Board's (CARB) Community Health Program, the CARB has developed an Air Quality and Land Use Handbook (Handbook) which is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. While this handbook does not include new state regulations, it does serve as a guide for determining the appropriateness of “sensitive receptors”, such as residential use, when proposed to be located within 500 feet of a high traffic freeway, such as Highway 101.

In instances where residential development is proposed within such an area, an air quality analysis will be prepared to document the specific impact at that location, and provide required mitigation measures or recommended impact reduction measures as determined in the analysis.

Additionally, the Housing Element encourages both mixed use development (residential and commercial) and residential development. As a result, potential odor impacts on residential development could occur near odor generating commercial uses. Potential odor impacts will be examined on a case by case basis as specific sites are proposed for residential development or mixed use development with a residential component.

VIII. HAZARDS AND HAZARDOUS MATERIALS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	1,3,5,21, 22
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?	☐	☐	☒	☐	1,3,5,21, 22
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	1,3,4,5, 21,22
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	1,3,5,21, 22
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1,3,20
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	1,3,20
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	1,3,22
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?	☐	☐	☒	☐	1,3,22

Discussion

The Housing Element does not create specific impacts to hazards or hazardous materials. When development is proposed, individual sites would need to be evaluated and appropriate steps taken to assure compatibility with any proposed residential land use.

a) Transport, Use, or Disposal of Hazardous Materials, b) Upset and Accident Conditions, c) Emit Hazardous Emissions, d) Hazardous Materials Sites – Less than Significant Impact

Much of the economic success of the Bay Area is based on research and manufacturing, the byproducts of which include substances which may be harmful to people and to the surrounding environment. Hazardous waste ranges from familiar substances such as waste oil and cleaning

solvents, to highly toxic industrial compounds, and include toxic metals, gases, flammable and explosive liquids and solids, corrosive materials, radioactive materials and infectious biological waste. The County of San Mateo issues permits for hazardous waste generators in the City, including service stations which generate and recycle waste oil and dry cleaners which generate contaminated aqueous solutions with organic residues. There are City-owned or publicly operated facilities in San Mateo which handle hazardous materials including the Corporation Yard, Police Station, and the Water Quality Control Plant.

Most hazardous waste which is generated in San Mateo is disposed of on-site through methods such as evaporation ponds, incineration, pre-treatment, sewer discharge, and recycling. A small percentage of hazardous material may be transported off-site from contaminated sites. Hazardous waste generated outside the City could potentially enter the City via US 101 and the rail corridor. The California Highway Patrol, Caltrans, San Mateo Fire, Police, and Public Works Departments, and the County all have responsibilities with respect to a substance spill.

In 1989, a majority of cities in San Mateo County approved the San Mateo County Hazardous Waste Management Plan (HWMP). The HWMP emphasizes waste reduction and recycling, extensive educational processes, coordinated identification, permitting and inspection of waste generators, and creation of a permanent facility for deposit of household hazardous waste. A major feature of the plan is the identification of sites suitable for various types of hazardous waste management facilities. The County HWMP has been incorporated into the General Plan and major provisions of that plan are summarized below.

Most of the waste generators in San Mateo are small quantity generators -- small businesses and households which generate less than 12 tons per year. Throughout San Mateo County, Hazardous Materials Business Plans (HMBP) must be prepared for the County by businesses that use or store hazardous materials. The County provides copies of Business Plans to the local fire departments. The San Mateo County Environmental Health staff issues permits for installations and removals of underground storage tanks UST's. Before a tank may be removed, the applicant must prepare a closure plan and submit it to the County for approval.

The HWMP provided criteria for the siting of new hazardous waste management facilities, and indicates the areas which appear initially suitable for locating new facilities. In general, the siting criteria direct new facility development away from areas having significant natural hazard potential (landslides, potable water supplies, aquifers, high soil permeability); environmental resources (wetlands, riparian corridors, wildlife reserves and prime agricultural land); and population concentrations (residential zones). New facilities would be allowed in industrial areas near transportation corridors and hazardous waste generators to minimize transport through a community.

In the City of San Mateo, the HWMP has designated 15 areas which are zoned for either commercial or industrial uses as suitable for waste treatment, recycling, storage and transfer facilities (see Safety Element). Incinerators and residual repositories would not be permitted in San Mateo. The sites designated for treatment, recycling, storage and transfer facilities are located in manufacturing districts adjacent to the Southern Pacific rail corridor. Sites designated

for storage and transfer facilities are in service commercial and transit oriented development zoning districts adjacent to the rail corridor, west of US 101 on Amphlett, and in Coyote Point Park.

Due to the highly developed nature of San Mateo and the lack of large waste generating firms, it is unlikely that a large treatment or recycling facility will attempt to locate in the City. However, should an application be filed to locate a hazardous waste facility in San Mateo, a detailed process would be initiated including preparation of a site specific risk assessment analyzing short- and long-term risks associated with the proposed facility. If the risk assessment reveals that potential risks cannot be adequately mitigated, a proposal may be disapproved even if it is located within a general area which has been designated in the HWMP as a potentially suitable site for a hazardous waste facility.

The presence of hazardous materials or hazardous waste in soil or groundwater could constrain development of certain areas due to the actual or perceived threat to human health and the cost associated with site cleanup. The actual health threat at a given site depends upon a number of factors such as the quantity and toxicity of contaminates, exposure and the available pathways for contaminants to affect human health. Cleanup of hazardous waste sites is mandated by law and enforced by the appropriate regulatory agencies in order to protect human health, resources, and the environment. Cleanup is usually expensive and can be a significant factor in viability of land development.

Hazardous waste primarily is transported within San Mateo via trucks. Since the County is both an importer and exporter of wastes, there is a significant potential for accidental release of wastes in transit. Local government is pre-empted from regulating the transport of hazardous wastes on State highways, which include US 101, SR 92 and I-280. Jurisdiction is under the California Department of Transportation (Caltrans) with enforcement by the California Highway Patrol. Local agencies have the authority to restrict the use of local roads for waste transport, as well as the time of transit, if not unduly restrictive to commerce. During project review, the City determines the truck route for any hazardous waste materials using local streets in the City. The routes minimize the time and distance that hazardous waste is in transit and provides for emergency response services if needed.

The San Mateo County Area Emergency Services Council has principal responsibility for emergency response coordination. The Council was established by a joint powers agreement of the County and all cities within the county, and has adopted a Hazardous Materials Area Plan which establishes responsibilities and actions for responding to a wide range of hazardous material incidents. If an incident were to occur in the City of San Mateo, the San Mateo Police Department would act as incident command, unless it occurred on a State highway under the authority of the California Highway Patrol. The local agency would be assisted by the Belmont Fire Department, which maintains a fully equipped hazardous materials response vehicle to identify the hazardous material and provide initial containment. Technical assistance would also be provided by the County Environmental Health Section.

The City of San Mateo General Plan Safety Element includes policies to reduce any potential impacts pertaining to hazards and hazardous materials. These policies: discuss cooperative efforts with other jurisdictions and across City departments; regulate the location and operation of hazardous waste management facilities through the issuance of a special use permit; restrict the transportation of hazardous materials and waste to designated truck routes and limit transportation to non-commute hours; require the clean-up of contaminated sites indicated on the Hazardous Waste and Substances Sites List published by the Department of Toxic Substance Control and/or the Health Department in conjunction with substantial site development or redevelopment; and promote on-site treatment of hazardous wastes by waste generators to minimize the use of hazardous materials and the transfer of waste for off site treatment.

A substantial increase in commercial generation of hazardous materials is not expected in the next 15 years. The General Plan includes support of the County HWMP through which existing and new generators could be better educated in and assisted with the storage and disposal of hazardous materials. The General Plan includes policies which would avoid or reduce the impacts of exposure to hazardous waste to a less than significant level. In addition, all proposed facilities pursuant to the County HWMP would be subject to a site specific environmental impact analysis. As such, potential impacts on hazardous waste and materials are considered less than significant.

g) Emergency Response Plan or Emergency Evacuation Plan, h) Wildland Fires – Less than Significant Impact

The City prepared a Multi-Hazard Functional Plan (MHFP) in 1995 as required by the California Emergency Services Act. It defines the City's planned response to emergency situations such as fire, earthquake, flood, hazardous materials spill, civil disturbance or war.

The City's Emergency Operations Center (EOC) is located at the Police Department and contains emergency supplies and equipment and would serve as a communications and administrative headquarters. An alternate EOC is located at Fire Station 23 located at 31 Twenty-Seventh Avenue. The MHFP identifies fourteen possible shelter locations at school sites, including the College of San Mateo.

To minimize potential damage to life, the environment, and property, the General Plan establishes policies that: require the City to maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, earthquakes, and flooding due to dam failure, tsunami, peak storms and dike failure; Increase public awareness of potential hazards and the City's emergency readiness and response program; and maintain adequate evacuation routes as identified by arterial streets shown in the Circulation Element.

Wildland fire hazards in San Mateo exist in the few remaining undeveloped portions of the western hills, which include Sugarloaf Mountain, Laurel Creek Canyon, portions of the unincorporated Highlands area and the Parrott Drive area adjacent to Hillsborough. These areas are subject to wildland type fires due to existing vegetation, particularly chaparral, the steep slopes and the temperate climate with dry summer months. During the past 32 years only one

significant fire has occurred. It burned 20 acres in the Laurel Creek Canyon watershed and caused limited residential damage. Although recent fires have not occurred, these areas pose substantial risks to nearby residences and to the natural environment.

Fire retardant roofing materials reduce the spread of fire by wind-borne embers, and "greenbelt" landscaping using irrigated, non-combustible plant species, at a minimum radius of 30 feet surrounding the structures, acts as a fire break. Adequate site access for fire suppression vehicles, particularly to steeply sloped areas, is also very important. The Safety Element contains a policy that requires the establishment of a Wildland Fire Plan for all sites identified in the Safety Element which are subject to wild fire hazards, and requires that all development adjacent to wildlands shall provide fire retardant roofing materials, adequate site access, and fire breaks of at least 30 feet.

Current City standards require a minimum 20-foot roadway, exclusive of parking. Generally two access routes are required unless other mitigations are incorporated into individual development proposals. In addition, access ways exceeding 150 feet in length must have turnarounds with radii adequate for fire vehicles.

Conformance to the City's adopted General Plan policies and individual project review and conditions of development approval will result in a less than significant impact on wildland fire. Adherence to the Multi-Hazard Functional Plan (MHFP) will also reduce potential impacts to less than significant levels.

e) Airport Land Use Plan, f) Private Airstrip – No Impact

<u>San Carlos Airport</u>

In its designated role as the Airport Land Use Commission for San Mateo County, the City and County Association of Governments of San Mateo County (C/CAG) Board has adopted the San Mateo County Comprehensive Airport Land Use Plan, San Carlos Airport Land Use Plan (San Carlos Airport ALUP). The ALUP incorporates the land use control provisions for airport vicinities identified in Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace for the San Carlos Airport. Guidelines for determining if a land use may be an obstruction to air navigation are set forth in FAR Part 77. Any proposed new construction or expansion of existing structures that would penetrate any of the FAR Part 77 based horizontal and sloping navigational surfaces for San Carlos Airport would be deemed incompatible unless specifically determined otherwise by the FAA.

The C/CAG Board has also adopted an Airport Influence Area (AIA) boundary for San Carlos Airport. The boundary consists of two areas: Area A and Area B. Area A is a geographic area related to aircraft overflights from the ground up to 2,000 feet above mean sea level (AMSL). The Area A boundary, which extends from the Burlingame/San Mateo border to the San Mateo/Santa Clara County line, defines a boundary within which disclosure of the proximity of an airport is required, per State law, as part of all real estate sales or leases within the boundary.

Proposed land use policy actions within AIA Boundary A are not required to be referred to the Airport Land Use Commission for review and comment.

Area B, known as the C/CAG/ALUC Referral Boundary, is a geographic area within which affected local agencies must refer their proposed land use policy actions (e.g., general plan amendments, rezonings, precise plans) to the C/CAG Board and Airport Land Use Committee (ALUC). The City of San Mateo is not within Area B of the AIA, and therefore is not required to submit land use plans to the C/CAG Board and Airport Land Use Committee (ALUC).

There are no private airstrips in the vicinity of the City of San Mateo.

IX. HYDROLOGY AND WATER QUALITY

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1,3,4,8
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)?	☐	☐	☐	☒	1,3,4,8
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?	☐	☐	☐	☒	1,3,4,8
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?	☐	☐	☒	☐	1,3,4,8
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?	☐	☐	☒	☐	1,3,4,8
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	1,3,4,8
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?	☐	☐	☒	☐	1,3,4
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐	1,3,4
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐	1,3,4
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	1,3,4

Discussion

The Housing Element, as a policy document, would not create any of the impacts listed above. There are portions of San Mateo which would be susceptible to flooding. However, the exposure of these sites to flooding would be identified as specific development projects are proposed. This

would include analysis in the environmental document. In addition, all regulations implementing the Federal Emergency Management Agency (FEMA) designation of portions of San Mateo as "flood prone" areas would also be required.

a) Violate Water Quality Standards/Waste Discharge Requirements, d) Substantially Increase Rate or Amount of Surface Runoff, e) Exceed Capacity of Stormwater System, f) Substantially Degrade Water Quality – Less than Significant Impact

Storm water drains through San Mateo to the Bay via three distinct drainage basins -- the San Mateo Creek complex, North San Mateo complex, and the Marina Lagoon Complex, each composed of numerous stream channels, culverts, and storm drainage piping systems.

The San Mateo Creek drainage basin is 35 square miles in size, only 4 square miles of which are in San Mateo. Approximately 30% of the City drains into San Mateo Creek. Storm flows are regulated in the upper reaches of the creek by Lower Crystal Springs Dam and the two reservoirs. The San Francisco Water Department controls winter and springtime releases from the dam to approximately 1,000 cubic feet per second (cfs), which is the capacity of the creek channel at Polhemus Bridge. Uncontrolled releases may occur should reservoir levels exceed the storage capacity during a major storm, and can increase to approximately 2,000 cfs.

The San Mateo Creek watershed located within City limits is fully urbanized and little additional runoff is anticipated from new development. The majority of the remaining watersheds are conservation lands meant to protect the water quality of Crystal Springs Reservoirs and will remain undeveloped.

On October 30, 2008, the San Francisco Bay Regional Water Quality Control Board proposed listing San Mateo Creek as an impaired water body due to trash and/or sediment toxicity. Based on the 2010 Reporting Year (and per the 2010 303.d list of impaired waters), San Mateo Creek is listed as an impaired for Diazinon (a pesticide), Trash, and Sediment Toxicity (Lower only), with the probable sources contributing to the impairment possibly due to illegal dumping and urban runoff/storm sewers. The Water Board/EPA is anticipating implementing a Total Maximum Daily Load (TMDL) for Trash and Sediment Toxicity by 2021 to address the issues. The Diazinon impairment is currently being addressed by a USEPA approved TMDL. The City will comply with requirements set forth under the Municipal Regional Permit (approved in May 2009) and will continue to work with regional and local agencies to address issues raised by the Board.

New development may result in additional paved surfaces, although much of the City is already developed, and new residential units will be mostly infill development. However, new paved surfaces may impact water quality due to storm water runoff. Individual development projects will require a Stormwater Pollution Prevention (STOPPP) construction permit and for larger projects (over one acre of land disturbance) a Notice of intent with the State Water Resources Control Board for coverage under the State General Construction Activity NPDES permit. In some cases, a Site Development Permit issued by the Public Works Department may also be required. Review of a proposed project by engineering staff will mitigate grading, cut/fill, soil erosion, the loss of topsoil and minimize stormwater runoff. Construction related erosion and resulting

potential sedimentation impacts would be reduced to a less than significant level through this process. This provision is based on the requirements of 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).

Best Management Practices (BMPs) will be implemented both during and post construction to control and prevent discharge of sediment, debris, and other related wastes to the storm drainage system. In accordance with the City's Storm Water Management and Discharge Control Rules and Regulations and the County Stormwater Management Plan. This involves Best Management Practices (BMPs) selected as appropriate from "The Construction Site Best Management Practices (BMPs) Manual" the "Stormwater Pollution Prevention Plan (SWPPP)" 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.

Both the implementation of C3 requirements and use of Best Management Practices will reduce potential impacts on storm water runoff water quality to less than significant. In addition, the City's Public Works Department will continue to work with the County and regional agencies to strengthen stormwater treatment requirements and, as new policies are adopted, Public Works will enforce the new policies and requirements to further control discharge into the storm drainage system.

g) Place Housing within 100-year Flood Hazard Area, h) Place Structures which would Impede or Redirect Flood Flows, i) Expose People or Structures to Loss, Injury or Death Involving Flooding - Less than Significant Impact

Six dams affect the City of San Mateo: Crystal Springs, San Andreas, Laurel Creek and East Laurel Creek (2), and Tobin Creek in Hillsborough. Lower Crystal Springs Dam retains water supply for San Francisco and most cities within San Mateo County. In 1977, the seismic safety of the dam was studied, finding that the risk of structural damage to the dam in a maximum 8.3 Richter magnitude earthquake is low, and that landslides which might be triggered by such an earthquake would not generate waves capable of overtopping the dam. Although the probability of Lower Crystal Spring Dam's failure is remote, should such an event occur, the San Mateo Area Office of Emergency Services (OES) estimates that a population of 70,000 would be affected, with inundation occurring from the downtown area north to the Burlingame Recreation Lagoon and south to the Ralston Avenue/US 101 interchange.

San Andreas Dam is located on San Andreas Creek in Burlingame and is also used to impound water for San Francisco and much of San Mateo County. Seismic safety studies in 1979 and 1983 indicated that the dam would likely remain stable during strong seismic shaking.

The City of San Mateo confronts substantial flood risks from the San Francisco Bay. The potential for flooding is due to the combined effects of high tides, very heavy storm flows and sea level rise due to global warming.

A Flood Insurance Study (FIS) was conducted by the Federal Emergency Management Agency in 1996 for areas north of Highway 92, in the City of San Mateo. The studies indicated that San Mateo Creek levees and the Bay levee at the north end of Coyote Point were not adequate to comply with current FEMA requirements, and therefore are assumed to fail during a 100-year flood event. FEMA launched a map modernization program in 2005. As part of that effort, the FIRM, which was issued by FEMA in the spring of 2010, for San Mateo was expanded to include areas south of Highway 92 into the existing special flood hazard area. To remove the special flood area designation from the FIRM, it is necessary to address tidal flooding and residual flooding; that is, flooding caused by inadequate interior drainage facilities. The 2001 Citywide hydraulic study identified a series of improvements, including pump station upgrades, culvert improvements, and construction of flood walls along major channels.

In regard to sea level rise due to global warming trends, the City consulted with Schaaf & Wheeler to determine the potential impacts of sea level rise on the City of San Mateo. Their study reviewed numerous reports and studies that predicted different levels of sea level increases. Currently, the City of San Mateo is prepared for some rise in sea level, however if the extreme predictions of a 4.6 foot rise in sea level by 2100 occurs, the City's current levees will not be sufficient. Considering that there is no definitive estimate and that sea level rise will occur slowly over time, the City will continue to address FEMA's current certification standards. If FEMA increases their requirements, the City will consider raising the levees to meet FEMA's certification. However, for the City of San Mateo to be fully protected the City of Burlingame and Foster City will also need to raise their levees.

Flooding impacts on potential new development can be minimized by several means. The Safety Element of the General Plan contains policies for protecting new development adjacent to creeks by requiring adequate building setbacks from creek banks, provision of access easements for creek maintenance purposes, and creek improvements such as bank stabilization. Policies also prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding, and the prevention of erosion of creek banks. The Safety Element also requires that new development in the flood plain be constructed to locate habitable floor area above the 100 year flood level, or by incorporating flood protection measures into the design of structures. In addition, the City continues to address FEMA's current certification standards. As such, potential impacts on new construction from flooding is anticipated to be less than significant.

b) Deplete Groundwater Supply or Interfere with Groundwater Recharge, c) Alter Drainage Patterns, j) Inundation by Seiche, Tsunami, or Mudflow – No Impact

The Housing Element will not deplete groundwater supplies or interfere substantially with groundwater recharge. Development in the City is serviced by California Water Service Company (CalWater) and the Estero Municipal Improvement District, not by wells. Furthermore, there are

no streams or rivers within the City, and development adjacent to creeks and drainage channels is controlled by City policy and slope development codes. Therefore, the Housing Element will not involve the substantial alteration of the course of a stream or river. Tsunamis, or seismically generated sea waves, are rare in California due to the lack of submarine earthquake faults. An Alaskan generated tsunami would have to reach a height of at least 20 feet at the Golden Gate to overtop San Mateo's levees with a minimum runup of five feet at higher high tide. The highest tsunami affecting the area during the last 120 years had a height of 7.4 feet at the Golden Gate, causing a two-foot runup along the San Mateo shoreline.

X. LAND USE AND PLANNING

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	1,3,4
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?	☐	☐	☒	☐	1,2,3,4
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐	1,3,4

Discussion

The Housing Element is a policy document that does not authorize any new construction or new development projects. It does, however, provide an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.

In reviewing this section, as well as other development based sections of this initial study, it is important to note that the proposed Housing Element does NOT include any changes to land use designations, zoning classifications, building heights and intensities or residential densities.

b) Conflict with Land Use Plans and Codes, c) Habitat or Community Conservation Plans – Less than Significant Impact

The Housing Element does not include any changes to land use designations, zoning classifications, building heights and intensities, or residential densities. The majority of new development will consist primarily of infill, reuse, or redevelopment. Major development is anticipated to occur in the Downtown, Bay Meadows Phase II, and the Rail Corridor area. Downtown revitalization is expected to continue to include new residential, office, retail and mixed use development as the availability of goods and services, walkability, and public transportation services continue to improve and expand. The Bay Meadows Phase II planning applications is expected to permit up to 1,066 residential housing units with potential for a future affordable housing project of up to 68 units. The Rail Corridor area, which is located within a half-mile radius of the Hillsdale and Hayward Park Cal Train stations, is expected to develop with multi-family housing and employment centers.

Housing Element policies and programs are consistent with the land use policies contained in the General Plan. The Housing Element encourages mixed use development and transit oriented development, which are major objectives of the General Plan.

Policy H 2.12: Mixed Use. Continue the policy of encouraging residential uses in existing commercial areas, or in locating adjacent or near transit nodes, where the residences can be buffered from noise and safety concerns and can provide adequate on-site parking and usable open space. Provide floor area and/or height bonuses for residential development in selected areas of the City.

Program H 2.12: Mixed Use.

1. Permit the construction of housing or mixed-use projects in commercial areas. Encourage mixed use in specific area plans, the El Camino Real Master Plan, and the San Mateo Rail Corridor Transit-Oriented Development Plan. Consider designation in future plans for 42 Avenue.
   Lead: Planning Division
   (Ongoing)

2. Publicize the advantages of constructing housing or mixed-use projects in commercial areas. Publicize the ability to locate residences in commercial areas.
   Lead: Planning Division
   (Ongoing)

Policy H 2.13: Transportation Oriented Development (TOD). Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

Program H 2.13: Transportation Oriented Development (TOD).

1. Encourage transit-oriented development in locations adjacent or near train stations and other transit nodes.
   Lead: Planning Division
   (Ongoing)

2. Ensure that development proposals conform to the Transit Oriented Development Ordinance and the San Mateo Rail Corridor Transportation Oriented Development Plan.
   Lead: Planning Division
   (Ongoing)

Policy H 2.14: The Homeless. Continue existing support for organizations that seek to prevent homelessness. Assist Countywide efforts to address homelessness through participation in the HOPE Program. Although the HOPE program focuses efforts on providing permanent supportive housing rather than emergency shelters, the City must also comply

with SB 2 which requires ensuring there are appropriate zones where emergency housing is located as a permitted use. Accordingly, transitional housing may be located in residential districts and commercial districts, while emergency shelters may be located in Regional/Community Commercial districts.

Program H 2.14: The Homeless.

1. Continue existing support, where feasible, for programs and facilities seeking to prevent homelessness.
   Lead: Neighborhood Improvement and Housing Division and Community Services Division
   (Ongoing)

2. Allow emergency shelters as a permitted use in Regional/Community Commercial land use categories consistent with the provisions of SB2, which requires emergency shelters as permitted uses without conditional use permits or other discretionary action. Emergency shelters shall be subject to the same development and management standards that apply to other allowed uses in the designated land use and zoning districts.
   Lead: Planning Division
   (Ongoing)

3. Continue existing support, where feasible, for programs to assist and support home sharing as an alternative homelessness.
   Lead: Neighborhood Improvement and Housing Division
   (Ongoing)

The Housing Element will not conflict with a habitat conservation plan or natural community conservation plan. However, increased construction activity throughout the City may have somewhat of an impact on heritage trees, street trees, and other vegetation and wildlife on both public lands and private property.

As noted in Section IV Biological Resources, the City's Conservation, Open Space and Parks and Recreation Element (C/OS) has specific policies and standards regulating the protection of biological resources during the review of new development proposals. The C/OS Element also contains several policies concerning the preservation and regulation of heritage trees and street trees. The C/OS Element also includes a map of Rare, Threatened, and Endangered Species as established by the California Department of Fish and Game. This map is used during the development review process as part of the environmental analysis for a site specific development proposal. If a project is proposed in an area of habitat value as shown on the map, a separate report is required to analyze the habitat value of the site. If necessary, mitigation measures are incorporated into the project. In addition, development proposals are required to conform to all General Plan policies and City Ordinances, pertaining to biological resources. In addition, the multi-family development types designated in the Housing Element would mostly be in-fill projects that would be constructed on existing developed sites in relatively urban areas of San Mateo.

With the implementation of existing General Plan policies, City Ordinances, and the review of development details for individual development projects, the impact of new development on Biological Resources will be less than significant.

a) Physically Divide an Established Community – No Impact

Adoption of the Housing Element will not result in any changes to the City's Land Use Plan, Building Height Plan, or Building Intensity Plan. All sites identified on the adequate sites list are currently zoned for multi-family dwellings at the appropriate density levels to meet the City's RHNA numbers.

XI. MINERAL RESOURCES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	1,4
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	1,4

Discussion

The Housing Element update will not impact Mineral Resources.

a) Regional/State Mineral Resources, b) Local Mineral Resources

There are no mineral resources within the City of San Mateo.

XII. NOISE

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	1,2,3
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1,2,3
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1,2,3,4
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1,2,3,4
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒	3,4,20
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?	☐	☐	☐	☒	3,4,20

Discussion

The Housing Element revision itself will create no impacts. Future projects within the City of San Mateo will be evaluated based on adopted Noise Element criteria and state law requirements.

a) Noise Level Exposure, b) Groundborne Vibration/Noise, c & d) Ambient Noise Level Increase – Less than Significant Impact

As part of the City's General Plan Update, a noise measurement survey was conducted in San Mateo during September 2008 to determine noise levels throughout the community. The noise contours show lines of equal sound level, but the contours are conservative since the shielding effect of buildings and local topography is not taken into account when creating the noise contours. Noise exposure in San Mateo is dominated by traffic and train activity in the rail corridor. Aircraft activity associated with San Francisco International Airport does not significantly affect noise levels in San Mateo, although some neighborhoods in the northeastern portion of the City are impacted by the airport approach path. Localized noise sources include the San Mateo County Events Center (when events are being held). Generally, noise created by manufacturing and industrial uses does not have a major impact on the community, although occasional complaints are received from neighbors immediately adjacent to the manufacturing and industrial sites.

The noise contour map is used to determine the suitability of land uses for different types of development, depending upon the extent of noise exposure in the area. The City of San Mateo has developed a list of "noise-sensitive" uses, which include residential dwellings, schools, hospitals, hotels, and outdoor recreation areas. These uses should ideally be located in areas not exceeding 60 dB (L_{dn}) and 65 dB (L_{eq}) for outdoor recreational uses, but this is not reasonable in San Mateo where existing noise levels exceed 60 dB (L_{dn}) in all but a few of the western portions of the City (see Figure N-1). "Noise-sensitive" land uses could be located in areas having noise levels between 60 and 70 dB (L_{dn}) if noise mitigating construction measures are used to reduce interior sound levels to 45 dB (L_{dn}) or below as required by the State Building Code for multi-family dwellings, and extended by the City of San Mateo to new single-family dwellings. Exterior sound levels for new multi-family common open space should be reduced to below 67 dB (L_{dn}). For parks or playgrounds, the exterior sound level should be reduced to 65 dB (L_{eq}) during the noisiest hour; this can be accomplished by siting these spaces away from noise sources or buffering them by the placement of buildings between the noise source and the open space.

The areas of greatest noise impact in San Mateo, where 70 dB (L_{dn}) is exceeded and are therefore problem areas for the location of new "noise-sensitive" uses, are in the residential neighborhoods adjacent to the US 101 freeway and the rail corridor. Projected cumulative noise increases in the year 2030 are very similar to existing conditions, with noise increases generally due to traffic increases.

Noise mitigation measures fall into two general categories: physical mitigation and administrative regulation. Physical mitigation involves reducing the noise level, ideally at the source, through methods such as enclosing a noisy piece of equipment with a barrier or by substituting quieter machinery. Reduction in the overall community sound level can also occur by limiting noise exposure of receivers to roadways and railways. This can be accomplished by installing sound walls, using sound-absorbing building materials, and through careful site planning (e.g., orienting buildings away from the noise source and eliminating narrow corridors open to the noise source). The walls and windows of a building typically reduce noise by approximately 20 dB. Noise barriers, such as sound walls and earthen berms provide varying reductions of noise, depending on their height and size. A solid wall that just breaks the line-of-sight between the noise source and receiver attenuates noise by 5 dB.

If noise cannot be reduced at the source as described above, the distance between the source and the receiver can be increased to attenuate the noise. A doubling of the distance from a fixed noise source (e.g., an air conditioning unit, train engine, or whistle) results in a 6 dB decrease in noise level; a doubling of distance from a linear source (e.g., a highway or roadway) results in a 3 dB decrease. Vegetation does little to reduce noise – a densely planted strip 50 feet wide is needed to reduce noise by 5 dB.

Administrative regulation reduces noise generation by limiting the operating hours or duration of the noise source, regulating locations where a noisy activity may occur, or enforcing State standards that limit noise emissions, such as automobile and boat muffler requirements.

The General Plan Noise Element contains policies that provide standards to reduce future noise impacts. These policies require the submittal of an acoustical analysis with noise reduction measures for all “noise sensitive” land uses, new parks, play areas, and multi-family common open space that have an exterior noise level of 60 dB (L_{dn}) or above as shown in the Safety Element. The policies establish maximum interior noise levels of 45 dB (L_{dn}) in any habitable rooms, and maximum exterior noise should not exceed 67 dB (L_{dn}) for residential uses and should not exceed 65 dB (L_{eq}) during the noisiest hour for public park uses. Regarding railroad corridor noise, the Safety Element promotes the installation of noise barriers along the railroad corridor where “noise-sensitive” land uses are adversely impacted by unacceptable noise levels [60 dB (L_{dn}) or greater].

Development proposals submitted to the City are evaluated on their noise generating capabilities as well as their location in noise sensitive areas of the City as per General Plan policies. The environmental analysis for a project will review potential noise impacts, and discuss the findings of any acoustical report required as part of the project. In addition, the project will be conditioned to comply with all aspects of Building Codes, including the requirement for noise levels to meet both State and City standards. As such, potential noise impacts from the Housing Element are considered less than significant.

e) Airport Land Use Plan, f) Private Airstrip – No Impact

As previously discussed, the City of San Mateo is located in Airport Influence Area (AIA) Boundary A for San Carlos Airport. While the City is not located within the airports noise contour zone, some airport traffic from San Carlos airport can be heard from properties within the City of San Mateo. Any real property transactions within Boundary Area A are required to include a real estate disclosure notice regarding potential airport and aircraft impacts that may affect the property, as required by State law. The City of San Mateo is not within Area B of the AIA, and there are no private airstrips in the vicinity of the City.

XIII. POPULATION AND HOUSING

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	1,3,4
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	1,2,3
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	1,2,3

Discussion

The Housing Element will set policy framework for the accommodation of an additional 3,100 housing units. These numbers are based upon the accommodation of the ABAG Regional Housing Need Allocation (RHNA) numbers for the City of San Mateo. The impacts of these units will be analyzed as specific development projects are reviewed by the City.

In reviewing this section, as well as other development based sections of this initial study, it is important to note that the proposed Housing Element does NOT include any changes to land use designations, zoning classifications, building heights and intensities or residential densities.

a) Substantial Population Growth, b) Displace Housing, c) Displace People – Less than Significant Impact

The 2010 US Census estimates that the population in the City of San Mateo was 97,207 persons, an increase of 4,724 persons, or 5.1%, from the year 2000 population of 92,482. Since the year 2000, the number of dwelling units has increased from 39,109 units to 40,014 in 2010. Single-family dwellings have historically dominated San Mateo's housing stock, but this is changing. Vacant land for new single-family development has become very limited, and redevelopment of sites for multi-family housing at higher densities has increased. The Department of Finance (DOF) also indicates that single family dwellings account for approximately 56 percent of the housing, with multi-family dwellings at approximately 44 percent. The trend towards multi-family housing also reflects the increasing need for housing at all levels of affordability, as well as the high costs of single-family homes. In addition, the proportion of homeowners and renters is estimated at approximately 52% and 48%, respectively.

The Housing Element establishes policy for development of housing, including affordable housing, in the City. The City's ABAG Regional Housing Need Allocation (RHNA) for the Housing Element planning period (2014 to 2022) is 3,100 dwelling units. The Housing Element Adequate Sites List

provides for the City's RHNA number of units on properties currently zoned at densities that can accommodate the 3,100 units. The Housing Element does not include any changes to land use designations, zoning classifications, building heights and intensities, or residential densities. As previously stated in Section X, Land Use and Planning, the majority of new development will consist primarily of infill, reuse, or redevelopment. Major development is anticipated to occur in the Downtown, Bay Meadows Phase II, and the Rail Corridor area. Downtown revitalization is expected to continue to include new residential, office, retail and mixed use development as the availability of goods and services, walkability, and public transportation services continue to improve and expand. The Bay Meadows Phase II planning applications is expected to permit up to 1,066 residential housing units with potential for a future affordable housing project of up to 68 units. The Rail Corridor area, which is located within a half-mile radius of the Hillsdale and Hayward Park Cal Train stations, is expected to develop with multi-family housing and employment centers.

As new development occurs, it will displace existing dwelling units and non-residential uses on underutilized land in the City. The construction of new units will not create a significant unanticipated growth in population since the sites designated for future development in the Housing Element are currently zoned for multi-family development at various density levels. In addition, the City's zoning code requires the provision of relocation assistance to households being displaced by new development. This assistance includes: a list of available comparable housing in the county; relocation allowance equal to three months' rent; and other assistance as determined at the time a planning application for development is filed with the City. This relocation assistance will reduce the impact of displacement to less than significant.

The Housing Element also contains policies and programs, shown below, that target redevelopment in areas designated for multi-family and mixed use areas, and minimize impacts of new development on existing single family neighborhoods, further reducing issues of unanticipated population growth.

Policy H 1.2: Single-Family Preservation. Preserve existing single-family neighborhoods through the following actions:

1. Maintain intact single-family neighborhoods as shown on the Land Use Map; and

2. Require on-site buffering in the design of new multi-family developments that abut single-family districts to assure privacy and reduce noise impacts.

Program H 1.2: **Single-Family Preservation**

1. Consider potential impacts on intact single family neighborhoods during the review of land use changes and special use permits for proposed development other than single family dwellings.
   Lead: Planning Division
   (Ongoing)

2. Consider additional buffering provisions such as landscape buffers, minimum fence heights, location of recreational facilities, underground garage exhausts, etc. during the design review process.
Lead: Planning Division
(Ongoing)

Policy H 2.9: Multi-Family Location. Provide for the development of multi-family housing to create a diversity of available housing types as follows:

1. Maintain the identified sites on the Inventory of Sites Available for New Housing Development (Appendix A of the Housing Element).

2. Permit reclassification to multi-family zoning of other properties that meet the following criteria:

   a. Have adequate size to allow for a self-contained housing development and include adequate on-site parking and usable open space;

   b. Have good access to arterial streets and transit nodes;

   c. Maintain a reasonable buffer to single-family districts; and

   d. Constitute a logical extension of existing multi-family development at compatible and appropriate densities or are zoned for commercial use.

Program H 2.9: Multi-Family Location.

1. Maintain multi-family zoning on specified sites consistent with the Land Use Map or Land Use Element policies.
Lead: Planning Division
(Ongoing)

2. Consider during review of Reclassification applications for multi-family districts.
Lead: Planning Division
(Ongoing)

Policy H 2.13: Transportation Oriented Development (TOD). Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

Program H 2.13: Transportation Oriented Development (TOD).

1. Encourage transit-oriented development in locations adjacent or near train stations and other transit nodes.
   Lead: Planning Division
   (Ongoing)

2. Ensure that development proposals conform to the Transit Oriented Development Ordinance and the San Mateo Rail Corridor Transportation Oriented Development Plan.
   Lead: Planning Division
   (Ongoing)

Development in the City is necessary for the City to meet its fair share housing need requirements as outlined in State law. The designation of sites for new multi-family housing in specific areas at appropriate densities, and the provision of relocation assistance to displaced households, results in a less than significant impact on population and housing resulting from approval of the Housing Element. Additionally, as individual development projects are reviewed, the impacts of additional housing will be analyzed on a project level basis.

XIV. PUBLIC SERVICES

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
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?	☐	☐	☒	☐	1,2,3,7
Police protection?	☐	☐	☒	☐	1,2,3
Schools?	☐	☐	☒	☐	1,2,3
Parks?	☐	☐	☒	☐	1,2,3
Other public facilities?	☐	☐	☒	☐	1,3

Discussion

As a policy document, the Housing Element update will not create the demand for additional services. The City will, however, plan for service needs as part of its ongoing review of the Capital budget and as individual development projects are proposed. School impacts will be addressed through payment of school mitigation fees and subsequent environmental review for specific projects involving General Plan Amendments.

a) Public Service Impacts, Fire Protection – Less than Significant Impact

The City of San Mateo Fire Department provides fire protection services in the City. San Mateo also has aid agreements with several nearby jurisdictions. Both mutual aid and automatic aid agreements have been made with South County Fire, California Department of Forestry, and the cities of Burlingame, Foster City and Hillsborough.

Increased development and an expanded population will somewhat impact Fire services. The increase in population and structures would be expected to result in an increase in calls for fire and emergency services. Medical emergency calls, the predominant service call, are anticipated to increase with increasing population and the continued aging of the population. An engine company is sent out for each medical emergency call, which results in increased maintenance costs and potential early replacement of fire equipment. It is estimated that the department will be able to adequately handle the number of emergency medical calls. Many buildings in the City are older and do not meet current safety standards for sprinkler systems, fire access, and fire-resistant construction, thus creating additional potential for fire related impacts.

The Housing Element anticipates an increase of approximately 3,100 units for the City's Regional Housing Need Allocation (RHNA) number of units through 2022. Population growth is anticipated to be incremental and would occur gradually as individual projects are approved by the City. The impacts of these additional units will be analyzed as specific development projects are reviewed by the City. In addition, the City will plan for service needs as part of its ongoing review of the Capital budget and as individual development projects are proposed.

The Fire Department will continue to explore cost effective methods of maintaining its fleet of aging engines and aerial ladder vehicles to maintain a high state of readiness. The current contract for vehicle maintenance and repair services will be monitored to ensure cost effectiveness. With the increasing number of emergency responses and new demands being placed upon Fire Apparatus the Fire Department will seek to replace vehicles in a timely manner while seeking to minimize financial impacts to the city.

The City requires that fire flow in all structures exceed 2,500 gallons per minute (gpm). Mitigation measures are commonly included in the construction of buildings to meet this requirement, including fire-retardant roofing, fire-rated walls, alternate construction types and automatic fire sprinkler systems.

Policies contained in the General Plan address fire safety impacts, as follows: maintain fire inspection staffing levels to meet existing needs and the projected 2025 population, employment and development, and inspections mandated by other governmental agencies; continue fire apparatus replacement and maintenance programs to provide a high state of readiness; maintain automatic and mutual aid agreements with all jurisdictions within San Mateo County; and ensure that the California Water Service Company and the Estero Municipal Improvement District provide and maintain a water supply and distribution system which provides an adequate static pressure to deliver a minimum fire hydrant flow of 2,500 gallons per minute to all areas of the City, except where a lesser flow is acceptable as determined by the Fire Chief.

With the continued compliance to General Plan policies listed above, the gradual increase in housing units, and the environmental review of individual development proposals, the impact on Fire services of an increase in dwelling units is anticipated to be less than significant.

a) Public Service Impacts, Police Protection – Less than Significant Impact

The City of San Mateo's protection services are provided by the San Mateo Police Department. Mutual and automatic aid agreements with the San Mateo County Sheriff's Department, and the police departments of Foster City, Belmont and Hillsborough augment the City's ability to respond to calls in the jurisdictional boundary areas and emergency events. Many factors contribute to the demands on police activities, including increasing population, ethnic diversity, daytime population from job growth, high-density development, traffic congestion, legislative mandates and crime awareness.

The size of City's police force is not adequate to accommodate the anticipated needs of the City through the year 2025. The extent of expansion necessary is somewhat dependent on the

influence and increased involvement in requiring new development to include security, safety, and traffic provisions to provide a safe secure environment for all users on a site. This can be accomplished through active involvement in all aspects of development and the City's land use process including application of the City's security ordinance and enhancement or creation of ordinances specific to potential negative land uses (i.e. adult entertainment, massage, fortune tellers, arcades, etc). This process would allow mitigation through procedural and physical security measures to reduce crime against persons and property in the Community. Effective mitigation conditions could reduce the impact of development and offset the need to hire additional personnel to respond for services. Major new developments or concentrations of special population groups, such as senior citizen residential care facilities may also necessitate augmentation of personnel and/or equipment.

The Housing Element anticipates an increase of approximately 3,100 units for the City's Regional Housing Need Allocation (RHNA) number of units through 2022. Population growth is anticipated to be incremental and would occur gradually as individual projects are approved by the City. The impacts of these additional units will be analyzed as specific development projects are reviewed by the City. In addition, the City will plan for service needs as part of its ongoing review of the Capital budget and as individual development projects are proposed. It is anticipated that any increase in demand would be accommodated through the addition of personnel and not require construction of new facilities since the City recently completed construction a new Police Station in 2009. As such, increased development could have fiscal impacts associated with it, but would not result in significant physical environmental effects and therefore would be considered to have a less than significant impact.

a) Public Service Impacts, Schools – Less than Significant Impact

A number of public schools and private schools serve the student population in San Mateo. Most of San Mateo is located within the San Mateo-Foster City Elementary School District (SMFCSD) and the San Mateo Union High School District. Private schools are operated by a number of independent agencies, with the largest number of schools associated with the Archdiocese of San Francisco.

Impacts on public schools will be reduced by fees collected on all new commercial building square footage and new dwelling units. Starting July 1, 2012, the San Mateo Union High School District began collecting the combined San Mateo Union High School District and San Mateo/Foster City Elementary School District School Impact (also known as Developer) Fees for the cities of San Mateo and Foster City. These fees to help finance expansion and improvement of existing school facilities. As such, the impact of increased dwelling units in the City is considered less than significant.

a) Public Service Impacts, Other Public Services – Less than Significant Impact

A significant sector of San Mateo's economic base is medical services. San Mateo is fortunate to have Mills Health Center, Kaiser Permanente San Mateo Medical Offices, and the County General

Hospital because they provide access to a range of medical service and cost options. As the population ages the provision of emergency services may become more important.
The City's policy is to encourage the retention of these medical facilities.

With the conversion of Mills Hospital to an out-patient treatment facility, urgent care, and rehabilitation center and the remodeling of the San Mateo County General Hospital, the City will continue to encourage the County, Mills Health Center, Kaiser Permanente and emergency services to coordinate their actions to maintain a high level of service for the citizens of San Mateo. Any impact on medical services resulting in new housing units will not have a significant impact on these new facilities. As such, the impact is considered less than significant.

a) Public Service Impacts, Parks – Less than Significant Impact

See recreation discussion in the following section.

XV. RECREATION

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐	1,3
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?	☐	☐	☒	☐	1,3

Discussion

The Housing Element update, as a policy document, is not anticipated to have an adverse physical effect on recreation facilities or the environment. New housing units may create an additional demand for parks and recreational facilities. Through the development review process, the City will require a contribution to recreation needs through payment of a park facilities fee and through either land dedication or payment of park dedication in-lieu fees.

a) Increased Use of Recreational Facilities/Parks, b) Construction or Expansion of Recreational Facilities – Less than Significant Impact

The City operates a variety of park facilities including playgrounds, ballfields, turf areas, courts, and picnic areas along with community buildings, senior center, swim centers, an aquatic park, a shoreline park, and a golf course. In addition, a number of school sites are used for various programs. Diverse programs are offered year round at these facilities for pre-schoolers, youths, teens, adults, and seniors.

An accepted method of evaluating the adequacy of recreation facilities is through the establishment of standards relating facilities to population. The City's General Plan, recently updated in 2010) sets a goal of an overall acreage standard of 6.0 acres/1,000 population with City projections of population for the year 2025 estimate at approximately 118,000 residents in the incorporated City. With this population and the currently identified inventory of designated neighborhood and community parkland, the City would have 3.93 acres of neighborhood and community parkland per 1,000 persons. While this exceeds the National Recreation and Park Association standard of 2.5 acres per 1,000 residents, many of the City's planning areas lack one or more of the recreation facilities considered desirable in a neighborhood. School facilities have been heavily relied upon to augment City facilities. Unfortunately, in most cases school sites are of reduced value in addressing community recreational needs because of restricted accessibility and availability; inadequate maintenance; prohibitive user fees; or limited facilities that are not

designed for park usage. Even considering all school facilities available, the inventory of active facilities is inadequate to meet current and future needs in several key areas.

Equally important as developing or redeveloping park and recreation facilities is the necessity to provide on-going maintenance and infrastructure management. The impacts that result from public usage, such as trash, vandalism and/or overuse add to the list of tasks that must be integrated into an overall maintenance plan. In addition to maintenance, consideration must be given to insuring that all park and recreation assets, but especially those with a defined lifecycle, are managed in such a way as to extend their useful life and insure that sufficient funds are available to replace or significantly rehabilitate the asset once it reaches the end of its lifecycle.

New housing units may create an additional demand for parks and recreational facilities. Increased resident and worker populations would increase demand for, and potentially impact, park facilities and programs. Increased maintenance and equipment replacement as well as additional staff could also be anticipated. The scarcity of vacant land in the City means that parkland acquisition will not likely keep pace with population increases. The impact on parks and services will be most significant in those areas already that are experiencing a deficit of neighborhood park space.

Pursuant to the Subdivision Map Act, local governments may exact land dedications, in-lieu fees, or a combination of both for park and recreation purposes as a condition of approving a subdivision map. The City has done so, through ordinance, for residential projects since 1969 and most recently revised in 2008. The amount of in-lieu fees collected is based upon the size and nature of the project. Various residential construction projects are subject to Park and Recreation Land and Facilities tax and/or a Park Impact Fee that applies to residential construction projects not covered by the In-Lieu Fee provision.

The Housing Element ABAG Regional Housing Need Allocation (RHNA) number of an additional 3,100 housing units in the City will have somewhat of an impact on parks and recreation facilities. The impacts of these units will be analyzed as specific development projects are reviewed by the City. Through the development review process, the City will require a contribution to recreation needs through payment of a park facilities fee and through either land dedication or payment of park dedication in-lieu fees. As such, the impacts to parks and recreation facilities are anticipated to be less than significant.

XVI. TRANSPORTATION/TRAFFIC

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	1,3,4,17
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?	☐	☐	☒	☐	1,3,4,17
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?	☐	☐	☐	☒	1,3,4,17
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒	1,3,4,17
e) Result in inadequate emergency access?	☐	☐	☐	☒	1,3,4,17
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?	☐	☐	☐	☒	1,2,3,4,17

Discussion

The Housing Element update, as a policy document, is not anticipated to create any environmental impacts related to traffic and circulation. Potential impacts are analyzed as part of the review of individual development proposals during the planning application public review process. A traffic impact fee is assessed on all new development to fund traffic improvements required by traffic generated by cumulative development.

a) Substantial Increase in Traffic, b) Exceed Level of Service Standards – Less than Significant Impact

San Mateo is served by an extensive network of roads consisting of freeways, arterials, collectors, and local streets. Freeway access is provided by US 101 and SR 92. El Camino Real serves as the primary north-south arterial extending the length of the City of San Mateo and linking several cities and communities along the Peninsula. The major east-west arterials include Third and Fourth Avenues, Hillsdale Boulevard, and Peninsula Avenue. Public transit is provided in San Mateo by SamTrans and Caltrans. Eighty percent of the City's land area is within a quarter mile of

bus service. The City's bikeways system includes an extensive network of bike routes, lanes, and paths. The bikeways system provides access throughout the City and to neighboring jurisdictions.

New development will increase traffic volumes on City streets. As part of the City's General Plan Update, year 2030 traffic volumes were determined by the San Mateo travel demand model, prepared by Hexagon Transportation Consultants, which is the transportation planning tool used to estimate future travel demand. It is essentially a mathematical model developed to simulate observed travel patterns. A travel demand model requires many inputs, primarily the transportation network and the land use characteristics of an area. The model estimates how many trips people make, where the trips are coming from and going to, which mode of transportation (auto, transit) people use, and which roads or transit lines people use to get from their origin to their destination. The 2030 traffic forecasts were based on the Association of Bay Area Governments (ABAG) 2030 land use projections ("Projections 2005" series) which are based on the City's land use patterns in the General Plan.

San Mateo has a substantial employment base of its own, causing significant commute traffic into the City in the morning and away from the City in the evening. The College of San Mateo contributes to congestion on SR 92, particularly in the morning. Both westbound and eastbound congestion occurs on SR 92 during the evening as commuters travel to the coast, connect with I-280, or return to the East Bay. Congestion on US 101 occurs during both morning and evening peak periods.

According to the model, increases in traffic on most San Mateo streets are expected to be up 15% by the year 2030. Generally, streets that will be congested in the future are currently congested, or are located close to planned development. Future congestion, especially on El Camino Real, will be attributable to a combination of new traffic and existing problems. Additionally, while increased traffic on El Camino Real is partly due to the projected increase in jobs and households within the City of San Mateo, it is also attributable to diverted traffic from Route 92 and Route 101 due to congestion on the freeways.

Operating conditions on streets and highways, are typically described as "Levels of Service" which is a standard method of describing operating conditions based on a comparison of street or intersection volumes to the theoretical capacity of the facility. The six Levels of Service are, levels "A" through "F", which describe conditions from best to worst respectively. General Plan Circulation Element Policy 2.1 established mid-level of level of service D, average delay less than 45 seconds, as the acceptable level of service (LOS) at signalized intersections.

In 2030, the majority of the signalized intersections will continue to operate at acceptable levels of service (mid D LOS with an average delay of less than 45 seconds). However, the following three intersections will exceed the established level of service standard with anticipated levels of development:

- Delaware Street and 19th Avenue
- Grant Street and 19th Avenue
- El Camino Real and Crystal Springs Road

Improvements are recommended to maintain acceptable levels of service at these subject intersections. Improvements to the intersection at El Camino Real and Crystal Springs Road include widening the curb lane to allow a right turn movement onto Crystal Springs Road from El Camino Real (southbound). Restriping is called for at the intersections of Grant Street and 19th Avenue and Delaware and 19th Avenue. Diagrams of planned improvements at these three intersections are shown in the General Plan.

It should be noted that projected 2030 intersection level of service will occur with or without the project, as the proposed Housing Element does not include any changes to land use designations, zoning classifications, building heights and intensities or residential densities.

In 2007, the City adopted the Transit Oriented Development Ordinance which implements the San Mateo Rail Corridor Transit Oriented Development Plan (adopted 2005). The location of housing within proximity to transit stations has been shown to increase the use of transit ridership and reduce the use of single-occupancy vehicles. The concept of transit-oriented development has the potential to positively affect local circulation, jobs/housing balance, and the evolving fabric of the City's transit corridors. The Housing Element contains the following policy and program in support of transit oriented development:

Policy H 2.13: Transportation Oriented Development (TOD). Encourage well-planned compact development with a range of land uses, including housing, commercial, recreation and open space, in proximity to train stations and other transit nodes. Encourage the maximization of housing density where possible.

Program H 2.13: Transportation Oriented Development (TOD).

1. Encourage transit-oriented development in locations adjacent or near train stations and other transit nodes.
   Lead: Planning Division
   (Ongoing)

2. Ensure that development proposals conform to the Transit Oriented Development Ordinance and the San Mateo Rail Corridor Transportation Oriented Development Plan.
   Lead: Planning Division
   (Ongoing)

The Housing Element will not have a significant impact on traffic, circulation and intersection levels of service in the City. Although traffic is anticipated to increase in the City over time, the three intersections that will exceed the City's acceptable level of service under 2030 conditions will occur without the additional 3,100 dwelling units proposed in the Housing Element to meet the City's fair share housing allocation. Street and intersection improvements needed to offset the impacts of future development are funded by the City's Traffic Impact fees. Improvements to roadways and intersections are typically made as conditions of development approval or as part of the Capital Improvement Plan. In addition, new residential development is projected to occur

mainly in the rail corridor area where the proximity to train stations may reduce the use of personal vehicles and individual projects are reviewed to determine traffic patterns and vehicle needs. As such, the impact on traffic and intersection levels of service is anticipated to be less than significant.

f) Parking Capacity – Less than Significant Impact

New development also has the potential to impact the supply of parking in the City. Parking is a community-wide concern ranking equal to circulation. The need to provide adequate parking is essential for the City's continued economic growth and stability, and to avoid adverse effects of development. It is important that each new development project provides adequate parking. San Mateo is heavily dependent on automobiles and on-street spaces are at a premium in many neighborhoods. Parking is generally judged to be adequate if it meets or exceeds the City's requirements and does not generate overwhelming demand for the limited supply of on-street spaces.

Parking requirements in the zoning code establish both resident and visitor parking spaces for all new projects constructed in the City. The standards for multi-family dwellings range from 1.5 spaces for a Studio unit to 2.2 spaces for a three-bedroom or larger unit. During the development review process, individual projects are reviewed for compliance to the City's parking requirements. These parking spaces are required to be located on the development site, and on-street parking is not used to satisfy parking requirements for individual projects. In TOD areas, a parking analysis is required to adequately define both minimum and maximum parking for a project.

In many cases, new development is replacing older structures that were constructed when parking requirements were as low as one parking space per unit. Additional parking for residents and visitors occurs on City streets in these older developments. As such, new development in an area may have the effect of increasing on-street supply since the code requires more parking spaces per unit and the additional spaces are being provided on-site. In addition, redevelopment of several parcels into one larger development with one garage entrance eliminates driveways and curb cuts, adding to the supply of on-street parking.

In the downtown area, the City has a parking district that includes several City operated parking lots and garages. Persons shopping or using services often visit a number of establishments during one trip downtown. Parking requirements have been reduced since many uses share the same parking. In addition, the existence of public parking facilities and on-street parking spaces reduce the demand for private on-site parking spaces. A 2008 study by Hexagon Transportation Consultants (Study of Downtown Parking Ratios) indicated that these existing reduced parking requirements within the downtown are sufficient to meet demand. The City is currently undertaking a Downtown Parking Management Plan effort which is intended to provide strategies to manage existing inventory, seek opportunities for locating replacement and/or new parking facilities, and explore financing options following the dissolution of Redevelopment Agencies throughout the state.

Additionally, the 2009 Downtown Area Plan policies include provisions for the incorporation of project level Transportation Demand Management (TDM) measures that help to reduce single-occupant vehicles and encourage use of alternative modes of transportation, thereby, reducing the demand on parking.

Adherence to City parking requirements minimizes potential environmental issues related to parking supply, resulting in a less than significant impact.

c) Change in Air Traffic Patterns, d) Substantially Increase Hazards, e) Result in Inadequate Emergency Access, g) Conflict with Adopted Policies, Plans, or Programs Supporting Alternative Transportation – No Impact

The Housing Element will not have an impact on air traffic patterns. The City is not located within an airport land use plan, as discussed in Section IV, Hazards and Hazardous Materials. The Housing Element will not increase any hazards due to a design feature or use. During individual development review, the City's Public Works Department and traffic consultants review sight access and roadway configuration for safety. The Fire Department also reviews as to the design and location of safety elements that will facilitate their accessibility to project sites in the course of an emergency. These safety elements are incorporated into proposed project plans.

The Housing Element does not contain policies that conflict with any adopted policies in relation to alternative forms of transportation, such as bikeways, pedestrian access, SamTrans and Caltrain services.

XVII. UTILITIES AND SERVICE SYSTEMS

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1,3,8
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1,3,8,19
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?	☐	☐	☒	☐	1,2,3,8
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	1,3,8
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
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	1,3
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	1,3

Discussion

No impacts are anticipated as a result of the Housing Element update. Impact fees related to wastewater treatment and storm water drainage are imposed on new development as part of the planning application process. The capacity of these public facilities will be examined as specific development proposals are submitted for City review.

In reviewing this section, as well as other development based sections of this initial study, it is important to note that the proposed Housing Element does NOT include any changes to land use designations, zoning classifications, building heights and intensities or residential densities.

a) Exceed Wastewater Treatment Requirements, b) Wastewater Treatment Facilities, c) Storm Water Drainage Facilities, e) Wastewater Treatment Capacity – Less than Significant Impact

The City of San Mateo, together with the Estero Municipal Improvement District (EMID), own and operate the San Mateo Subregional Wastewater Treatment Plant (WWTP) located at Detroit Drive. The area served by the WWTP includes the City of San Mateo, Foster City (EMID), and

portions of the cities of Hillsborough and Belmont, the Crystal Springs County Sanitation District (CSCSD), and a portion of the County of San Mateo.

The WWTP provides tertiary sewage treatment in summer and secondary treatment at other times. Treated wastewater is discharged to the deep-water channel of San Francisco Bay through a submerged outfall located near the San Mateo Bridge. The WWTP treats an average of 12.1 million gallons per day (mgd.) An average of 7.5 dry tons of biosolids (sludge) are removed from the plant process each day. A 1996 facility expansion increased hydraulic capacity from 13.6 million gallons per day (mgd) to 15.7 mgd.

The City of San Mateo Department of Public Works Environmental Services Division provides stewardship of the City's sanitary sewer assets, including the wastewater treatment plant which serves more than 130,000 people, and approximately 236 miles of collection system mainlines, 5,555 manholes, and 25 sewer lift stations. The Division is responsible for meeting the required level of service, including all permit requirements, in the most cost-effective way through engineering, construction, maintenance, operation, and rehabilitation of sanitary sewer assets to provide for present and future customers.

In 2010, the City updated the General Plan and included policies to ensure that the City's Capital Improvement Program would be reviewed annually to propose public improvements and that progress is being made toward implementing those policies. These efforts are likely to give the WWTP adequate treatment and service capacity to meet the projected demands within service area boundaries. These General Plan policies include:

> **LU 4.5: Wastewater Treatment Plant Expansion**. Provide adequate waste water treatment for the projected 2025 service area population, employment and development. Require that any future expansion of the Waste Water Treatment Plant (WWTP) be designed to be compatible with the adjacent parks, school, and low-density residential areas by screening views of the WWTP with extensive and tall landscaping and reducing the height of all new structures to the maximum practicably feasible. Additionally, ensure that any future expansion of the WWTP considers the possible rise in sea level.
>
> **LU 4.6: Inter-Agency Coordination**. Coordinate future expansion or modification of the Wastewater Treatment Plant with the other users of the plant including the Estero Municipal Improvement District (Foster City), the Crystal Springs County Sanitation District, Hillsborough and Belmont.

In November 2011, the City hired Carollo Engineers to prepare a Wastewater Treatment Plant (WWTP) Master Plan to evaluate the facility needs for future growth, existing and future regulations, and replacement/repair of aging infrastructure through the year 2035. A Draft Wastewater Treatment Plant Master Plan has been completed by Carollo Engineers working closely with City staff. The Draft Master Plan identifies projects and improvements needed to address current plant reliability issues, projected increases in wet weather flows reaching the plant, and increasingly restrictive regulatory requirements over the next 20 years (from 2015-2035). It is anticipated that the Final Wastewater Treatment Plant Master Plan will be brought

forth to the City Council during 2015. Implementation of the above policy provisions and the final adopted WWTP Master Plan, is expected to reduce any potential cumulative wastewater treatment impacts to a less than cumulatively considerable level.

Storm drains, or "outdoor drainage", typically flows to the nearest creek or watercourse. Indoor waste drains are connected to a network of sewer lines that flow into a wastewater treatment plant where the waste is treated before is discharged into the San Francisco Bay. The sanitary sewer collection system is predominately made of vitrified clay pipe and the majority of the system was built in the mid-1900's. The collected water is conveyed to the WWTP for treatment and disposal.

The City's Public Works Department has completed a Sewer System Management Plan (SSMP) to document activities that the City utilizes to manage its wastewater collection system effectively. Effective management of a collection system includes minimizing the number and impact of sanitary sewer overflows, providing adequate sewer capacity to convey peak flows, and maintaining and improving the condition of the collection system infrastructure in order to provide reliable service in the future. The report was prepared to comply with the new requirements adopted May 2, 2006, by the State Water Resources Control Board (Water Board) under Water Quality Order Number 2006-003, State General Waste Discharge Requirements (WDR) for Sanitary Sewer Systems.

In March 2009, the San Francisco Bay Regional Water Quality Control Board required that the City take immediate action to reduce sewage spills from the sanitary sewer collection system. In response, the City has taken action to comply with the Waste Discharge Permit requirements by increasing the City's operation and maintenance program to replace sewer system pipes that have surpassed their useful life. Additionally, the City has enhanced the source control program for local commercial areas in order to limit fats, oil, and grease (FOG) from entering the sanitary sewer system.

It is anticipated that future growth in population will be derived primarily from private redevelopment within existing multi-family residential and commercial areas. As mentioned previously, it is important to note that the proposed Housing Element does not include any changes to land use designations, zoning classifications, building heights and intensities or residential densities. Therefore, implementation of the Sewer System Management Plan (SSWP) is expected to reduce any potential cumulative sewer system impacts to a less than cumulatively considerable level.

d) Water Supply - Less than Significant Impact

The City of San Mateo is supplied with water by the California Water Service Company and the Estero Municipal Improvement District. Suburban communities on the Peninsula, including San Mateo, obtain water via contractual agreement with the San Francisco Public Utilities Commission (SFPUC). The contract provides 184 million gallon a day (mgd) (10.2 MGD to the City of San Mateo) for all water service agencies. The water supply is predominately from the Sierra Nevada, delivered through the Hetch Hetchy aqueducts.

California Water Service Company has developed the Urban Water Management Plan which allocates approximately 35.68 MGD for its three districts. As a part of the Mid-Peninsula District, 13.25 MGD could be considered for use by the City of San Mateo, which is an increase over the 10.2 MGD allotment established in 1989. The Urban Water Management Plan includes drought planning and a Water Shortage Contingency Plan, and it also indicates that the contract with SFPUC is intended to meet water demand through 2034.

However, the sources for the district may be limited due to climate changes in addition to unforeseen failures or forces of nature, such as earthquakes or regional power failures. During such events, significant shortages in water supply may occur. As such, a contingency plan which includes voluntary and mandatory consumption reduction methods are outlined in detail in the Urban Water Management Plan. The Urban Water Management Plan also includes detailed information pertaining to water sources, water use provisions, supply demand comparisons, water supply interruptions, and water demand management. Additionally, the Plan notes that the Bay Area Water Supply and Conservation Agency (BAWSCA) is developing a Long Term Reliable Water Supply Strategy to meet the projected water needs through 2035 and to increase water supply reliability under normal and drought conditions.

As part of the San Mateo Rail Corridor Transit Oriented Development Plan, the City of San Mateo requested that Cal Water prepare a Water Supply Assessment (WSA) in accordance with Senate Bill 610 (SB 610). SB 610 amended existing California land use and water supply law by requiring that water retail providers like Cal Water demonstrate that sufficient and reliable supplies are available to serve large-scale developments prior to completion of the environmental review for such projects. Specifically, SB 610 requires that a Water Supply Assessment include an inventory of the water provider's total projected supplies and address whether those supplies will be available during normal, single-dry, and multiple-dry years during a 20-year projection, and also evaluate whether that projected available water would satisfy the demand of the proposed project; given present and planned future uses. Therefore, the Water Supply Assessment projects the available water supply through 2034.

The WSA also went into significantly more detail describing the District's program for assuring water supply into the future. This program has several initiatives intended to increase local supplies while decreasing reliance on San Francisco Public Utility Commission water contracts. The District plans to increase groundwater water supplies throughout its three Peninsula districts, which is described in detail. In addition, water supplies are increased by reducing demand for water, and the District's demand management program is also described in detail. The revised report also points out that Cal Water's three Peninsula districts can share water between them as necessary to balance supply and demand across a broader geographic area. The WSA concluded that over a 20-year projection there will be adequate supplies to meet projected demands of the Corridor Plan and the Bay Meadows project, as well as existing customers and projected City wide development, under normal, single dry year and multiple dry year conditions.

While the housing Element provides for an estimated 3,100 dwelling units for the City's Regional Housing Needs Allocation, the overall impact of these additional units is anticipated to be less

than significant since the WSA and Urban Water Management Plan indicate that water resources will be available for the City. In addition, programs outlined by local water agencies such as public information, plumbing retrofit, residential and commercial water audits, and low flow toilet regulations have led to a reduction in water usage over the last several years.

f) Landfill Capacity, g) Solid Waste – Less than Significant Impact

The California Integrated Waste Management Act, also known as AB 939, requires that each city and county in California reduce the amount of waste disposed to the landfill by 50 percent from 1990 levels by the year 2000, and to maintain the 50 percent level thereafter. In 2007 the City's waste stream diversion was 30% when measured; (30% measured equals 50% by the California Integrated Waste Management Board formula).

In recent years, the City has taken a variety of measures to increase recycling within San Mateo including hiring a full time recycling coordinator. The most significant recycling effort has been the implementation of a Construction and Demolition ordinance, which requires construction projects to show proof of recycling of appropriate materials. The City's construction recycling program implements procedures for best planning practices related to recycling and trash facilities by ensuring all new projects appropriately address recyclables and trash removal issues including serviceability and enclosure/space allotment in the early stages of new construction. Inspections are conducted as needed to maximize project recycling and site visits are conducted frequently to large-generator projects, businesses and multifamily complexes to ensure that the most is being done to recycle materials. Additionally the recycling program implements a range of programs and activities that provide the community with solid waste and recycling services; reduce the City's waste disposal at landfills and conduct public outreach activities to promote community awareness about the "3R's" (reduce, reuse, recycle), and environmental stewardship. This program provided the single most important impact to reducing our waste stream and raised diversion from 34% in 2001 to 49% in 2005 as estimated using the California Integrated Waste Management Board formula.

Under a franchise agreement, solid waste collection, transportation, and disposal services are provided to the City of San Mateo. The franchise provider collects solid waste from the City and hauls it to the San Carlos Transfer Station, where readily visible recyclable materials are separated from gross refuse. This facility has a permitted daily capacity of 3,000 tons and currently receives 1,500 to 1,900 tons per day.

After solid waste is collected and sorted at the San Carlos Transfer Station, it is transported to the Los Trancos Canyon (Ox Mountain) landfill, located in Half Moon Bay. The Ox Mountain landfill is permitted by the California Integrated Waste Management Board to receive 3,598 tons per day or 1.3 million tons per year. The landfill's remaining capacity is 44.6 million cubic yards, which translates to a 12-year life through 2018. The owner of the landfill has a permit for expansion of the landfill. When the permit expires in 2016, either Los Trancos Canyon will be expanded further or nearby Apanolio Canyon will be opened for fill.

The City would continue to implement General Plan policies and support programs to reduce solid waste materials in landfill areas and the recycling of solid waste in accordance with State requirements. In addition, the General Plan provides policy to require on-site recycling for all new development in the City. With the reduction in solid waste through recycling efforts and the available capacity in landfill areas, the impact from the estimated 3,100 dwelling units for the City's Regional Housing Needs Allocation, as stated in the Housing Element, is less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

ISSUES:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Supporting Information Sources*
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?	☐	☐	☒	☐	1,2,3,4,5
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)?	☐	☐	☒	☐	1,2,3
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	1,2,3,4

Discussion

As noted throughout this document, the proposed Housing Element is a planning tool which sets forth the community's vision for housing, consistent with State Law. All subsequent projects will require environmental review prior to approval of the project. The Housing Element update itself will not generate any impacts which either individually, or cumulatively, will significantly affect the environment.

The project has the potential to somewhat impact the environment through the construction of both private and public development which is consistent with the goals and policies of the General Plan. However, these impacts are reduced by policies contained in the Housing Element and General Plan, standards in the zoning code, and other City policies and regulations as outlined in this initial study. Cumulative impacts have also been identified and reduced in this manner.

This Negative Declaration addresses environmental impacts at a level of detail appropriate for a planning document. However, specific, future development proposals in the City will continue to be subject to specific project level California Environmental Quality Act (CEQA) review and will be evaluated for consistency with the Housing Element and the City of San Mateo General Plan. Site specific issues such as traffic circulation, parking, building design, public utilities, historic and archaeological resources, hydrology and soils will be analyzed and mitigated as necessary in a project level environmental document consistent with the provisions of CEQA.