

## 4. Environmental Analysis

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This chapter describes the organization of the environmental analysis section of this Draft Environmental Impact Report (EIR) and the assumptions and methodology of the impact analysis and the cumulative impact setting.

### CHAPTER ORGANIZATION

This chapter of the Draft EIR is made up of 18 subchapters that evaluate the direct, indirect, and cumulative environmental impacts of the proposed project. In accordance with Appendix F, Energy Conservation, and Appendix G, Environmental Checklist, of the CEQA Guidelines, the potential environmental effects of the proposed project are analyzed for potential significant impacts in the following 18 environmental issue areas, which are organized with the listed abbreviations:

4.1 Aesthetics (AES)	4.10 Land Use and Planning (LU)
4.2 Air Quality (AQ)	4.11 Noise (NOISE)
4.3 Biological Resources (BIO)	4.12 Parks and Recreation (REC)
4.4 Cultural Resources (CULT)	4.13 Population and Housing (POP)
4.5 Energy (ENE)	4.14 Public Services (PS)
4.6 Geology and Soils (GEO)	4.15 Transportation (TRAN)
4.7 Greenhouse Gas Emissions (GHG)	4.16 Tribal Cultural Resources (TCR)
4.8 Hazards and Hazardous Materials (HAZ)	4.17 Utilities and Service Systems (UTIL)
4.9 Hydrology and Water Quality (HYD)	4.18 Wildfire (WILD)

Each subchapter is organized into the following sections:

- **Environmental Setting** offers a description of the existing environmental conditions, providing a baseline against which the impacts of the proposed project can be compared, and an overview of federal, State, regional, and local laws and regulations relevant to each environmental issue.
- **Standards of Significance** refer to the quantitative or qualitative standards, performance levels, or criteria used to evaluate the existing setting with and without the proposed project to determine whether the impact is significant. These thresholds are based primarily on the CEQA Guidelines, and also may reflect established health standards, ecological tolerance standards, public service capacity standards, or guidelines established by agencies or experts.
- **Impact Discussion** gives an overview of the potential impacts of the proposed project and explains why impacts are found to be significant or less than significant prior to mitigation. This subsection also includes a discussion of cumulative impacts related to the proposed project. Impacts and mitigation measures are numbered consecutively within each topical analysis and begin with an acronym or abbreviated reference to the impact section.

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### STANDARDS OF SIGNIFICANCE

As stated above, significance criteria are identified before the impact discussion subsection, under the subsection, “Standards of Significance.” For each impact identified, a level of significance is determined using the following classifications:

- **No Impact.** A no impact conclusion describes circumstances where there is no adverse effect on the environment.
- **Less Than Significant (LTS).** A less-than-significant impact includes effects that are noticeable, but do not exceed established or defined thresholds, or can be mitigated below such thresholds.
- **Significant (S).** A significant impact includes a description of the circumstances where an established or defined threshold would be exceeded. For each impact identified as being significant, the EIR identifies mitigation measures to reduce, eliminate, or avoid the adverse effect. If one or more mitigation measure(s) would reduce the impact to a less-than-significant level successfully, this is stated in the EIR.
- **Significant and Unavoidable (SU).** Significant and unavoidable impacts are described where mitigation measures would not diminish these effects to less-than-significant levels. The identification of a program-level significant and unavoidable impact does not preclude the finding of less-than-significant impacts for subsequent projects that comply with the applicable regulations and meet applicable thresholds of significance.

### EVALUATION METHODOLOGY

Under CEQA, the decision as to whether an environmental effect should be considered significant is reserved at the discretion of the City of San Mateo, acting as the lead agency, based on substantial evidence in the record as a whole, including views held by members of the public. An ironclad definition of “significant effect” is not always possible because the significance of an activity may vary based on the setting. The analysis in the Draft EIR is based on scientific and factual data that has been reviewed by the lead agency and represents the lead agency’s independent judgment and conclusions.<sup>1</sup> This section describes the methodology for the program-level evaluation in Chapters 4.1 through 4.18.

### GENERAL PLAN 2040 HORIZON DEVELOPMENT POTENTIAL

As discussed in Chapter 3, *Project Description*, of the Draft EIR, the proposed project includes two long-range planning documents: 1) General Plan 2040 and 2) Climate Action Plan (CAP) update. The environmental analysis in this EIR discusses the potential for adverse impacts to occur from increasing the buildout potential in the EIR Study Area; General Plan land use designation changes; new and modified General Plan goals, policies, and actions; and adoption and implementation of the proposed CAP update.

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<sup>1</sup> California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064(b).

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The 2040 horizon development potential under the proposed project includes growth associated with current development projects, development of the sites in the City’s 2023-2031 Housing Element Sites Inventory, development of ADUs and units under Senate Bill 9, and redevelopment focused within the ten General Plan Land Use Study Areas, plus the development potential for the remainder of the city where land use designation changes are not proposed as part of the project. As shown in Table 3-1, *Proposed General Plan 2040 Buildout Projections in the EIR Study Area*, in Chapter 3 of this Draft EIR, this combined projected new growth in the entire EIR Study Area for the 2040 horizon year includes 20,080 new households, 21,410 new residential units, 52,020 new residents, and 16,920 new employees by 2040. Of this growth, approximately 90 percent of new housing and jobs are expected to occur within the ten General Plan Land Use Study Areas.

Because the proposed project consists of two long-term policy documents that are intended to guide future development activities and City actions, and because no specific development projects are proposed as part of the project, it is reasonable to assume that future development would occur incrementally or gradually over the approximately 20-year buildout horizon (i.e., 2020 to 2040). However, while this assumption describes the long-range nature of the proposed project, it does not prohibit or restrict when development can occur over the horizon period.

## EVALUATION OF THE GENERAL PLAN AND ITS HORIZON-YEAR PROJECTIONS

All of the analyses in this EIR are based on a consistent interpretation of the proposed General Plan land use map and policies and the type and amount of growth that the General Plan would allow. However, the various analyses in this EIR require two different types of data inputs: some analyses require spatial inputs only and some require both quantitative and spatial inputs. In each case, the required analysis is determined by the standard of significance used for the impact discussion.

- Analyses that require a quantitative estimate of growth include vehicle trip generation, air pollution emissions, greenhouse gas emissions, noise generation, population growth, impacts on public services and utilities, and recreation. Impacts in these areas are generated by an increase in the number of people living and working in San Mateo, which generates consequent increases in vehicle miles traveled, noise, emissions, and use of services. Therefore, a reliable analysis depends on a reasonable, quantitative estimate of new population and employment. For these analyses, the horizon-year projection was considered “reasonably foreseeable” and was used in the analysis.
- Analyses that are based on spatial location only include aesthetics, biological resources, cultural resources, geology, hazards and safety, hydrology and water quality, land use, tribal cultural resources, and wildfire. These analyses must consider whether the proposed General Plan would allow *any* development in a geographic area, such as a very high fire hazard severity zone, which could create potential impacts. For these analyses, the question is not necessarily *how much* development the General Plan would allow, but *where* that development could potentially be located. Therefore, all potential development allowed by the land use map of the proposed General Plan was evaluated to assess impacts in these topics.

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### BASELINE

As discussed in Chapter 3, *Project Description*, of this Draft EIR, although many of the goals and policies, of the existing General Plan are being carried forward into the proposed project, this EIR does not evaluate the proposed project compared to the full potential buildout allowed by the existing General Plan, but rather evaluates the impacts of the proposed project compared to existing conditions, as required by CEQA Guidelines Section 15126.2. Generally, baseline represents the existing conditions on the ground (“physical conditions”). However, for quantitative analyses reliant on existing demographic or development data, a baseline year of 2019 is used, as it was the last full year of data before the pandemic, which disrupted many areas of data collection.

Baseline population, housing, and employment data from 2019 is shown in Table 4-1, *Existing Baseline Conditions*.

**TABLE 4-1 EXISTING BASELINE CONDITIONS (2019)**

Category	City Limits	Unincorporated	Total EIR Study Area
Households	39,770	1,290	41,060
Housing Units	42,400	1,370	43,770
Total Population	104,600	3,420	108,020
Jobs	61,230	1,210	62,440

Note: As described in Chapter 3, *Project Description*, of this Draft EIR, the EIR Study Area includes City Limits and the Sphere of Influence. The EIR Study Area is shown on Figure 3-2, *EIR Study Area*.

Source: PlaceWorks, 2022.

### GENERAL PLAN 2040 GOALS, POLICIES, AND ACTIONS

The proposed goals, policies, and actions in General Plan 2040 aim to reduce vehicle miles traveled, greenhouse gas emissions, air and water pollutants, energy consumption, water demand, and solid waste generation by promoting infill development; increase opportunities for alternative modes of transportation, connectivity, and pedestrian and bicycle access; support local job growth; protect open space; conserve natural resources; and minimize the risks to existing and future development from environmental hazards. In addition, General Plan policies aim to protect cultural resources, including historic buildings, and ensure new development and redevelopment is compatible with neighboring land uses.

Substantive General Plan goal, policy, and action changes include addition, removal, or functional (i.e., not purely semantic) revisions in ways that have the potential to result in a physical impact on the environment. Nonsubstantive changes include the renumbering of policies or minor text revisions, which do not have the potential to result in a physical change to the environment.

Discussions of how substantive changes to the General Plan may result in adverse physical changes are included in the analyses under each impact criterion in the impact discussions in Chapters 4.1 through 4.18 of the Draft EIR. The proposed goals, policies, and programs have been carefully reviewed for their adequacy in reducing and/or avoiding impacts to the environment that could occur from future

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development in the city. The proposed General Plan goals, policies, and actions are listed in the impact discussions of Chapters 4.1 through 4.18 to illustrate where they would reduce impacts from potential future development in San Mateo. Therefore, impact discussions for the effects of the proposed project necessarily encompass analysis of the effects of these policies as a whole, and policies with relevance to CEQA topics are discussed in the appropriate chapters.

In some cases, activities implemented in adherence to General Plan goals, policies, and actions may involve physical effects that would have the potential to create or contribute to an impact on the environment. For example, General Plan policies call for the creation and maintenance of bicycle and pedestrian networks and facilities; installation and use of natural features for sea level rise protection; upgrades and maintenance of public infrastructure, buildings, and facilities; and the continuation of City services. These activities could involve water and energy consumption, generate noise, and/or create air emissions from construction vehicles and equipment. The physical effects associated with these activities would generally be nominal when compared to the overall effects of the construction and operation of future development projects under the proposed General Plan. In addition, these activities, while promoted by the proposed General Plan would occur subject to other requirements such as permitting requirements and potential project-level environmental review. Some of these activities (such as routine maintenance of public infrastructure) would occur with or without the proposed General Plan, and any potential physical impacts associated with such activities would be independent actions not occurring as a result of the proposed General Plan.

## CLIMATE ACTION PLAN UPDATE

As described in Chapter 3, *Project Description*, the proposed CAP update does not include any substantive updates to the strategies in the City's 2020 CAP. The proposed CAP update includes:

- Revisions to previous inventory years including the 2005 baseline.
- An updated GHG emissions inventory for the year of 2019.
- A revised forecast year of 2030, consistent with the CAP adopted in 2020.
- A new forecast year of 2040, consistent with the buildout year for the proposed General Plan development projections evaluated in this EIR.
- A new forecast for 2045, consistent with the State's new GHG reduction goal per AB 1279.
- Updated GHG reduction targets and reduction measure quantification to align with the updated forecast years.

Where relevant, Chapters 4.1 through 4.18 identify CAP strategies relevant to CEQA standards of significance and discuss their effect in avoiding or reducing impacts to the environment from the construction and operation of future development under the proposed General Plan and CAP update. In general, CAP strategies aim to reduce energy consumption, greenhouse gas emissions, water demand, and solid waste generation; require adherence to green building practices; increase opportunities for alternative modes of transportation, promote pedestrian and bicycle access, improve transportation safety and connectivity; promote tree planting; and promote composting, expand recycling, increase waste diversion, and greywater use. The combined effect of implementation of the CAP strategies would be to reduce environmental effects as demonstrated by the proposed CAP update and as discussed in detail in Chapters 4.5, *Energy*, and Chapter 4.7, *Greenhouse Gas Emissions*.

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The proposed updates to the previous inventory years, the 2019 baseline, the new forecast years, and the updated GHG reduction targets and reduction measure quantification would not result in physical changes in San Mateo and would not have any impacts on the physical environment.

## PRIORITY DEVELOPMENT AREAS AND TRANSIT PRIORITY AREAS

The Metropolitan Transportation Commission's and Association of Bay Area Governments' (ABAG) *Plan Bay Area* is the San Francisco Bay Area's Regional Transportation Plan/Sustainable Community Strategy. *Plan Bay Area* is the long-range integrated transportation and land use/housing strategy through 2050 for the Bay Area, pursuant to Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act. *Plan Bay Area* lays out a development scenario for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation vehicle miles traveled (VMT) (excluding goods movement) beyond the per capita reduction targets identified by the California Air Resources Board. *Plan Bay Area 2050* extends the planning horizon and builds on the robust framework of *Plan Bay Area 2040*.

### PRIORITY DEVELOPMENT AREAS

A PDA is a place that has convenient public transit service, often referred to as "transit-oriented," that is prioritized by local governments, such as San Mateo, for housing, jobs, and services within existing communities. All PDAs are created and planned by local governments, which nominate eligible areas to ABAG for adoption. The PDAs identified throughout the Bay Area in *Plan Bay Area 2050* were projected to accommodate 72 percent (or 985,000 units) of new housing and 48 percent (or 679,000) of new jobs in the region from the 2015 baseline.<sup>2</sup> Development in PDAs leverage existing infrastructure and therefore can minimize development in green field (undeveloped) areas and maximize growth in transit-rich communities to help lower VMT and consequently reduce GHG emissions, air quality pollutants, and noise from vehicles with internal combustion engines dependent on fossil fuels. Additionally, due to the location, infill development in PDAs result in fewer impacts related to agricultural, forestry, mineral, archaeological, and biological resources, energy, geology and soils, hydrology and water quality, and wildfire. Impacts related to concentrated development in the PDAs is discussed throughout this Draft EIR, and specific quantified impacts are described in Chapter 4.2, *Air Quality*, Chapter 4.7, *Greenhouse Gas Emissions*, and Chapter 4.15, *Transportation*, of this Draft EIR.

Certain potential future residential or mixed-use residential projects and projects in PDAs that meet defined criteria in the CEQA Guidelines may be eligible for CEQA streamlining. For example, while not exclusive to PDAs, due to their urban setting, development in a PDA is more likely to qualify for a CEQA Guidelines Section 15332, Infill Development Projects, Class 32 Categorical Exemption.

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<sup>2</sup> Association of Bay Area Governments and Metropolitan Transportation Commission, October 2021, *Plan Bay Area 2050*, [https://www.planbayarea.org/sites/default/files/documents/Plan\\_Bay\\_Area\\_2050\\_October\\_2021.pdf](https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_October_2021.pdf), accessed on August 9, 2022.

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### TRANSIT PRIORITY AREAS

*Plan Bay Area 2050* also identifies TPAs, referred to as Transit-Rich PDAs.<sup>3</sup> These are areas within 0.5 miles of a major transit stop (i.e., a stop with service frequency of 15 minutes or less) that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon of a Transportation Improvement Program adopted pursuant to Section 450.216 or Section 450.322 of Title 23 of the Code of Federal Regulations. TPAs generally include existing neighborhoods served by transit and contain a wide range of housing options along with jobs, schools, and amenities. Certain potential future residential or mixed-use residential projects and projects<sup>4</sup> in TPAs that meet defined criteria in the CEQA Guidelines may be eligible for CEQA streamlining.

With respect to potential future development in a TPA, Senate Bill (SB) 743, which became effective on January 1, 2014, amended CEQA by adding Public Resources Code Section 21099 regarding analysis of transportation, aesthetics, and parking impacts for urban infill projects, among other provisions.

SB 743 required the Governor's Office of Planning and Research to identify new metrics for identifying and mitigating transportation impacts under CEQA, shifting from a congestion-based (level of service or LOS) standard to a VMT standard. Transportation impacts are discussed in Chapter 4.15, *Transportation*, of this Draft EIR.

With respect to aesthetics and parking, CEQA Section 21099(d)(1), states, "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a TPA shall not be considered significant impacts on the environment." Accordingly, these topics are no longer to be considered in determining significant environmental effects for projects that meet all three of the following criteria:

- Is located on an infill site which is defined as "a lot located within an urban area that has been previously developed or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses."
- Is a residential, mixed-use residential, or an employment-center project.
- Is in a transit priority area, as defined above.

Accordingly, in compliance with SB 743, no significant aesthetic or parking impacts can be made in this environmental analysis for potential future development in the TPA surrounding El Camino Real, as shown on Figure 4-1. Aesthetic and parking impacts are not discussed further in this EIR with respect to potential future development in these designated TPAs. As appropriate, aesthetic impacts are considered for potential future development outside of these areas.

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<sup>3</sup> Association of Bay Area Governments and Metropolitan Transportation Commission, *Plan Bay Area 2050: Regional Growth Framework Update – Overview of Existing and Updated Geographies*, [https://www.planbayarea.org/sites/default/files/pdfs\\_referenced/2019\\_Regional\\_Growth\\_Framework\\_Update\\_-\\_Whats\\_Changed\\_1.pdf](https://www.planbayarea.org/sites/default/files/pdfs_referenced/2019_Regional_Growth_Framework_Update_-_Whats_Changed_1.pdf), accessed August 9, 2022.

<sup>4</sup> A project in a transit priority area is referred to as a transit priority project sometimes referred to as a TPP development.

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As part of its implementing framework, *Plan Bay Area* identifies Priority Development Areas (PDA) and Transit Priority Areas (TPA) as areas where concentrated development can have beneficial environmental effects and reduce adverse environmental impacts. As shown on Figure 4-1, *Priority Development Areas and Transit Priority Areas, Plan Bay Area 2050* identifies the following four PDAs and TPA within the EIR Study Area:

- **Grand Boulevard Initiative PDA.** This is the most expansive PDA in San Mateo, reaching from the northwestern boundary of the City to the southeastern boundary. This PDA includes portions of the Northwest Heights, Hayward Park, Beresford Park, Sugarloaf, and Hillsdale neighborhoods. As shown on Figure 4-1, this PDA shares a border with the other three PDAs in the City.
- **Downtown PDA.** This PDA encompasses downtown San Mateo. As shown on Figure 4-1, this PDA shares a border with the Grand Boulevard Initiative PDA.
- **Rail Corridor PDA.** As shown on Figure 4-1, the Rail Corridor PDA. This PDA includes portions of the Hayward Park and Hillsdale neighborhoods and shares a border with the Grand Boulevard Initiative PDA and the El Camino Real PDA.
- **El Camino Real PDA.** This PDA extends from the interchange of State Route (SR-) 82 and SR-92 to the southeastern border of San Mateo. This PDA includes portions of the Beresford Park, Hillsdale, and Sugarloaf neighborhoods. As shown on Figure 4-1, this PDA shares a border with the Grand Boulevard Initiative PDA and the Rail Corridor PDA.
- **TPA.** A TPA is defined as an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan. *Plan Bay Area* identifies El Camino Real as part of a transportation project (RTP ID: 21-T10-078) to implement Bus Rapid Transit improvements to existing bus service.<sup>5</sup> As shown in Figure 4-1, the TPA surrounds El Camino Real (SR-82), extending from the northwestern boundary of the City to the southeastern boundary, as well as the three Caltrain stations in San Mateo.

## PARKING

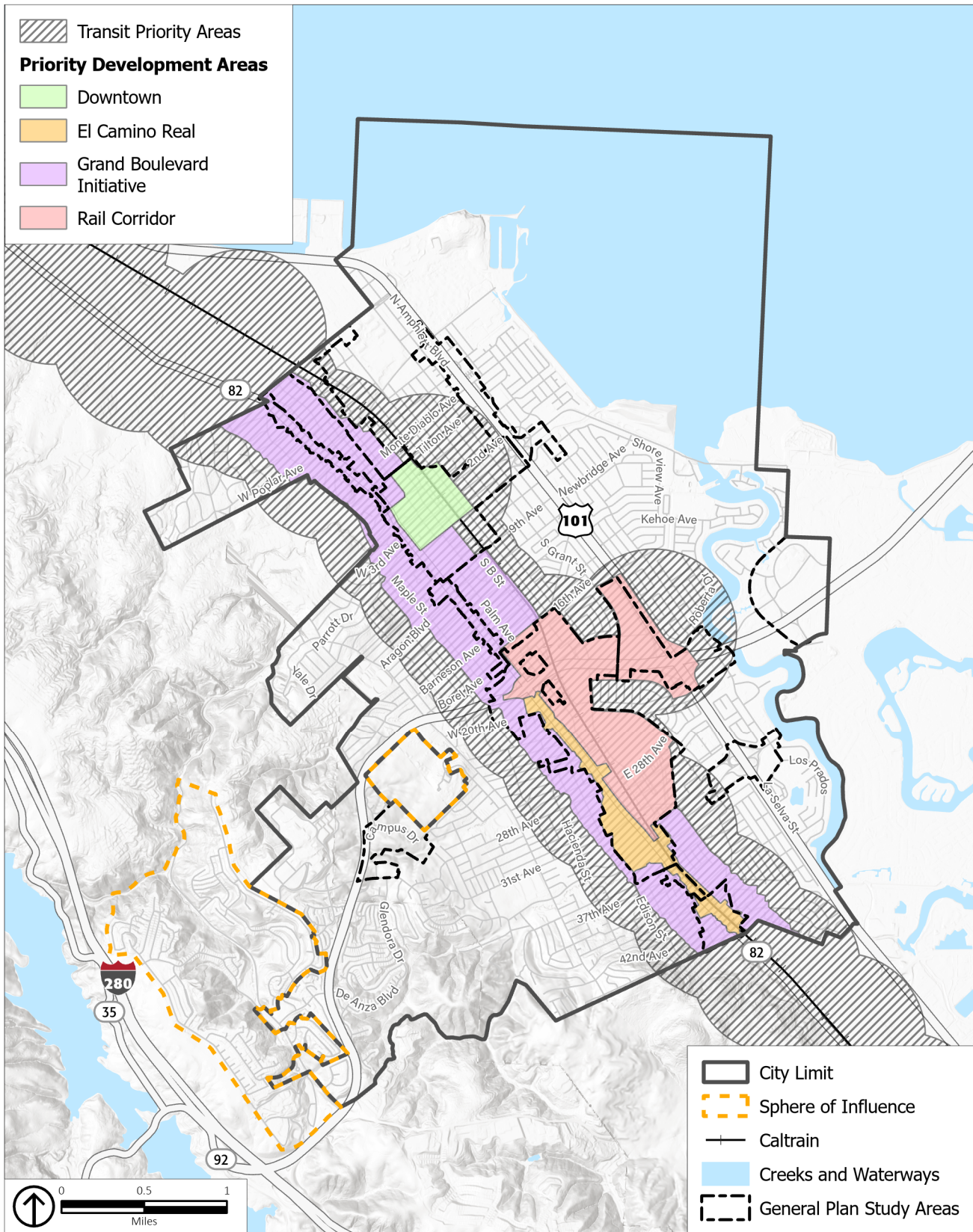
Effective in 2010, parking inadequacy as a significant environmental impact was eliminated from the CEQA Guidelines by The Governor's Office of Planning and Research, which is the entity charged with drafting guidelines to help agencies implement CEQA. Accordingly, parking adequacy in the EIR Study Area is not discussed further in this EIR.

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<sup>5</sup> Association of Bay Area Governments and Metropolitan Transportation Commission, 2023, Plan Bay Area 2050 Transportation Project List, <https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/final-supplemental-reports/interactive-transportation-project-list>, accessed May 30, 2023.



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Source: City of San Mateo, 2022; ABAG/MTC, 2023; PlaceWorks, 2023.

Figure 4-1  
Priority Development Areas and Transit Priority Areas

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### POTENTIAL EFFECTS OF THE PROJECT ON THE ENVIRONMENT

The California Supreme Court concluded in the *California Building Industry Association vs. Bay Area Air Quality Management District* (CBIA vs. BAAQMD) case that “CEQA generally does not require an analysis of how existing environmental conditions will impact a project’s future users or residents.” The CBIA vs. BAAQMD ruling provided for several exceptions to the general rule where an analysis of the project on the environment is warranted: 1) if the project would exacerbate existing environmental hazards (such as exposing hazardous waste that is currently buried); 2) if the project qualifies for certain specific specified exemptions (certain housing projects and transportation priority projects per Public Resource Code (PRC) 21159.21 (f),(h); 21159.22 (a),(b)(3); 21159.23 (a)(2)(A); 21159.24 (a)(1),(3); or 21155.1 (a)(4),(6)); 3) if the project is exposed to potential noise and safety impacts on projects due to proximity to an airport (per PRC 21096); and 4) school projects require specific assessment of certain environmental hazards (per PRC 21151.8). Therefore, the evaluation of the significance of project impacts under CEQA focuses on the potential impacts of the proposed project on the environment, including whether the proposed project may exacerbate any existing environmental hazards. Existing environmental hazards in San Mateo include, but are not limited to, seismic hazards, sea level rise, and wildfire. While the effects of these hazards on the proposed project are not subject to CEQA review following the *CBIA* case,<sup>6</sup> the City recognizes that seismic, wildfire, and flooding hazards from sea level rise are issues of local issues of concern. Therefore, a discussion of the project’s potential to exacerbate these hazardous conditions is provided in Chapter 4.6, *Geology and Soils*, Chapter 4.8, *Hazards and Hazardous Materials*, Chapter 4.9, *Hydrology and Water Quality*, and Chapter 4.18, *Wildfire*, of this Draft EIR.

### CUMULATIVE IMPACT ANALYSIS

A cumulative impact consists of an impact created as a result of the combination of the project evaluated in the EIR, together with other reasonably foreseeable projects causing related impacts. Section 15130 of the CEQA Guidelines requires an EIR to discuss cumulative impacts of a project when the project’s incremental effect is “cumulatively considerable.” Used in this context, cumulatively considerable means that the incremental effects of an individual 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. In the case of a long-range plan such as the General Plan, cumulative effects occur when future development under the long-range plan is combined with development in the surrounding areas, or in some instances, in the entire region.

Where the incremental effect of a project is not “cumulatively considerable,” a lead agency need not consider that effect significant but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. The CEQA Guidelines state that a lead agency has discretion to determine if a project’s contribution to a significant cumulative impact is cumulatively considerable.

The cumulative discussions in Chapters 4.1 through 4.18 of this Draft EIR explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, county, watershed, or air basin). The geographic area considered for each cumulative impact depends upon the impact that is

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<sup>6</sup> *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369.

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being analyzed. For example, in assessing macro-scale air quality impacts, all development within the air basin contributes to regional emissions of criteria pollutants, and basinwide projections of emissions are the best tool for determining the cumulative impact. In assessing aesthetic impacts, on the other hand, only development within the local area of change would contribute to a cumulative visual effect since the area of change is only visible in its vicinity.

CEQA Guidelines Section 15130 permits two different methodologies for the cumulative impact analysis:

- The “list” approach permits the use of a list of past, present, and probable future projects producing related or cumulative impacts, including projects both within and outside the city.
- The “projections” approach allows the use of a summary of projections in an adopted plan or related planning document, such as a regional transportation plan, or in an EIR prepared for such a plan. The projections may be supplemented with additional information such as regional modeling.

The cumulative impact analysis in this Draft EIR relies on a projections approach and takes into account growth from the proposed project within the EIR Study in combination with impacts from projected growth in the rest of San Mateo County and the surrounding region, as forecast by *Plan Bay Area 2050*. The following provides a summary of the cumulative impact setting for each impact area:

- **Aesthetics:** The cumulative setting for visual impacts includes the growth within the EIR Study Area in combination with projected growth in the rest of San Mateo County and the surrounding region. The cumulative setting for visual impacts also includes potential future development under the proposed project, combined with effects of development on lands adjacent to the EIR Study Area
- **Air Quality:** Cumulative air quality impacts could occur from a combination of the proposed project with regional growth within the San Francisco Bay Area Air Basin.
- **Biological Resources:** The geographic scope of the cumulative analysis for biological resources considers the surrounding incorporated and unincorporated lands and the region.
- **Cultural Resources:** Cumulative impacts to cultural resources could occur from projected growth and intensified development in the surrounding region.
- **Energy:** Cumulative impacts to energy resources could occur if a series of actions lead to a wasteful, inefficient, or unnecessary consumption of energy resources or a conflict with or obstruction of a State or local plan for renewable energy and energy efficiency.
- **Geology and Soils:** The cumulative setting for this analysis includes growth within the EIR Study Area in combination with projected growth in the rest of San Mateo County and the surrounding region.
- **Greenhouse Gas Emissions:** The cumulative impact analyses for GHG emissions are related to the entire region. Because GHG emissions are not confined to a particular air basin but are dispersed worldwide, the cumulative impact analysis focuses on the global impacts and thus, is by its nature cumulative.
- **Hazards and Hazardous Materials:** The area considered for cumulative impacts is San Mateo County, which is the service area for the San Mateo County Environmental Health Division, the affected Certified Unified Program Agency.

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- **Hydrology and Water Quality:** The geographic context used for the cumulative assessment of hydrology and water quality impacts, including the potential to exacerbate the potential for flooding, considers the watersheds that encompass San Mateo.
- **Land Use and Planning:** The geographic context for the cumulative land use and planning effects considers impacts from future development under the proposed project combined with impacts of development on lands adjacent to the city.
- **Noise:** Cumulative construction impacts are considered in the context of development that could occur with implementation of the proposed project and cumulative development within nearby areas of San Mateo County that could result in construction noise levels higher than those of development of under the proposed project alone at some receptor locations. Long-term stationary noise sources associated with the development and activities under the proposed project, combined with other cumulative projects make up cumulative stationary impacts. Cumulative operational noise impacts assesses whether future development under the proposed project, in conjunction with overall citywide growth and other cumulative projects, would significantly affect the roadway noise and, if so, whether the proposed project's contribution to the cumulative impact would be considerable.
- **Population and Housing:** Impacts from cumulative growth are considered in the context of potential future development under the proposed project combined with development on lands adjacent to the city.
- **Parks and Recreation:** Cumulative impacts are considered in the context of the growth from the proposed project combined with the estimated growth from reasonably foreseeable projects and their cumulative impacts regarding local parks and recreation in the service area of the San Carlos Parks and Recreation Department.
- **Public Services:** Cumulative impacts are considered in the context of projected growth from development under the proposed project within the city combined with the estimated growth in the service areas of each service provider.
- **Transportation:** The analysis of the proposed project addresses cumulative impacts to the transportation network in the context of the region.
- **Tribal Cultural Resources:** Cumulative impacts to tribal cultural resources could occur when a series of actions leads to adverse effects on local Native American tribes or tribal lands.
- **Utilities and Service Systems:** Cumulative impacts are considered in the context of the estimated growth in each utility's service area. Cumulative impacts to water, wastewater, solid waste, stormwater infrastructure, and energy infrastructure are individually analyzed.
- **Wildfire:** The analysis of the proposed project includes a discussion of how future development in the region may exacerbate wildfire risk in San Mateo and the surrounding area.