1. Executive Summary

This Final Environmental Impact Report (EIR) has been prepared to provide an assessment of the potential environmental consequences of approving and implementing the proposed Strive San Mateo General Plan 2040 (General Plan 2040 or proposed General Plan) and proposed Climate Action Plan (CAP) update, hereinafter referred to together as "proposed project." This EIR has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA; California Public Resources Code, Division 13, Section 21000, et seq.) and the CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. This executive summary includes the conclusions of the environmental analysis contained in the Draft EIR and presents a summary of impacts and mitigation measures identified. The remainder of this Final EIR contains corrections and clarifications to the text and analysis of the Draft EIR, where warranted, along with a response to comments matrix and a list of commenters. For a complete description of the proposed project, see Chapter 3, *Project Description*, of the Draft EIR. For a complete discussion of alternatives to the proposed project, see Chapter 5, *Alternatives*, of the Draft EIR.

1.1 REPORT ORGANIZATION

This Final EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes environmental consequences that would result from implementation of the project, recommended mitigation measures, and the level of significance of environmental impacts before and after mitigation. Underline text in Table 1-1, *Summary of Significant Impacts and Mitigation Measures*, represents language that has been added to the impacts and mitigation measures in the EIR; text in ~~strikethrough~~ has been deleted from the EIR.
- **Chapter 2: Introduction.** Provides an overview describing the use and organization of this Final EIR.
- **Chapter 3: Revisions to the Draft EIR.** Contains corrections to the text and graphics of the Draft EIR. Underline text represents language that has been added to the EIR; text in ~~strikethrough~~ has been deleted from the EIR.
- **Chapter 4: List of Commenters.** Lists the names of agencies, organizations, and individuals who commented on the Draft EIR.
- **Chapter 5: Comments and Responses.** Presents comments received from agencies and the public on the Draft EIR alongside responses to each comment. Also contains "master responses" that provide comprehensive responses to key issues raised by several comments.
- **Appendix:** The appendix for this Final EIR contains the following:
  - Appendix B: *REVISED Projects Included in Buildout Projections*
  - Appendix G: *Comments Received on the Draft EIR*

- Appendix H: *Mitigation Monitoring and Reporting Program*

Appendices A, C, D, E, and F are located within the Draft EIR and have not been revised. All appendices are available on the City's webpage for the proposed project.

The Draft EIR is available online and incorporated here by reference. It constitutes part of the Final EIR.

1.2 SUMMARY OF THE PROPOSED PROJECT

The proposed project includes replacing the City's existing General Plan 2030, which has a buildout horizon to 2030, with an updated General Plan 2040. The proposed project would build off the existing General Plan 2030 to provide a framework for land use, transportation, and conservation decisions through the horizon year of 2040. The proposed project would also update the buildout projections used in the City's Climate Action Plan (CAP) to be consistent with the updated General Plan 2040. Development within the city would largely be focused within the ten General Plan Land Use Study Areas. The Study Areas include areas near transit; areas where current buildings are aging, vacant, or not maintained; or areas where property owners have expressed interest in considering redevelopment of the property. Refer to Figure 3-3, *Study Area Boundaries*, in Chapter 3, *Project Description*, of the Draft EIR for the proposed project's ten General Plan Land Use Study Areas.

The proposed CAP update does not include any substantive updates to the strategies in the existing CAP.

1.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

As determined in the Draft EIR, the proposed project has the potential to generate significant environmental impacts in a number of areas. Pursuant to Section 15126.2(b) of the CEQA Guidelines, an EIR must describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. As shown in Table 1-1, *Summary of Significant Impacts and Mitigation Measures*, all significant impacts would remain significant and unavoidable, even with adoption and implementation of the mitigation measures identified in the Draft EIR. As described in detail in Chapter 6, *CEQA-Mandated Sections*, of the Draft EIR, the proposed project would have no significant impact on agricultural or mineral resources, due to existing conditions in the project area. Accordingly, these topics were not analyzed further in the Draft EIR.

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR and presents a summary of the significant impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapters 4.1 through 4.18. The table is arranged in four columns: (1) significant environmental impacts, (2) significance without mitigation, (3) mitigation measures, and (4) significance with mitigation. For a complete description of the proposed project's potential impacts, please refer to the specific discussions in Chapters 4.1 through 4.18.

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
AESTHETICS			
No significant impacts			
AIR QUALITY			
AQ-2: Construction of development projects that could occur from implementation of the proposed project would generate emissions that would exceed the Bay Area Air Quality Management District's regional significance thresholds and cumulatively contribute to the nonattainment designations of the San Francisco Bay Area Air Basin.	**S**	**AQ-2:** Prior to discretionary approval by the City for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology for assessing air quality impacts identified in BAAQMD's *CEQA Air Quality Guidelines*. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require feasible mitigation measures to reduce air quality emissions. Measures shall require implementation of the BAAQMD Best Management Practices for construction-related fugitive dust emissions~~,~~ ~~including~~; examples of best management practices include: ▪ Water all exposed surfaces (e.g., parking areas, staging areas, soil piles, grading areas, and unpaved access roads) at least twice daily or as often as needed to control dust emissions. ▪ All haul trucks transporting soil, sand, or other loose material off-site shall be covered. ▪ All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. ▪ All vehicle speeds on unpaved roads shall be limited to 15 mph. ▪ All roadways, driveways, sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seedling or soil binders are used. ▪ All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. ▪ All trucks and equipment, including their tires, shall be washed off prior to leaving the site.	**SU**

S = Significant; SU = Significant and Unavoidable

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
		▪ Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compact layer of wood chips, mulch, or gravel. ▪ Prior to the commencement of construction activities, individual project proponents shall post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD phone number shall also be visible to ensure compliance with applicable regulations. Measures shall be incorporated into appropriate construction documents (e.g., construction management plans) and shall be verified by the City.	
AQ-3: Operation of development projects under the proposed project would generate operational emissions that would exceed the Bay Area Air Quality Management District's regional significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_X).	**S**	**AQ-3:** Prior to discretionary approval by the City for development projects subject to California Environmental Quality Act (CEQA) review (i.e., nonexempt projects), future project applicants shall prepare and submit a technical assessment evaluating potential project operational air quality impacts to the City for review and approval. The evaluation shall be prepared in conformance with Bay Area Air Quality Management District (BAAQMD) methodology in assessing air quality impacts identified in BAAQMD's current *CEQA Air Quality Guidelines* at the time that the project is considered. If operation-related air pollutants are determined to have the potential to exceed the BAAQMD-adopted thresholds of significance, the City shall require the project applicant(s) to incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following: ▪ Implementing commute trip reduction programs. ▪ Unbundling residential parking costs from property costs. ▪ Expanding bikeway networks. ▪ Expanding transit network coverage or hours. ▪ Using cleaner-fueled vehicles. ▪ Exceeding the current Title 24 Building Envelope Energy Efficiency Standards.	**SU**

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TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
		▪ Establishing on-site renewable energy generation systems. ▪ Requiring all-electric buildings. ▪ Replacing gas-powered landscaping equipment with zero-emission alternatives. ▪ Implementing organics diversion programs. ▪ Expanding urban tree planting.	
AQ-4: Construction emissions associated with development under the proposed project could expose air quality-sensitive receptors to substantial toxic air contaminant concentrations and exceed the Bay Area Air Quality Management District's project-level and cumulative significance thresholds.	**S**	**AQ-4:** Prior to discretionary approval by the City, project applicants for new industrial or warehousing development projects that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes) or Overburdened Community (as defined by the Bay Area Air Quality Management District [BAAQMD] Community Air Risk Evaluation Program), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City for review and approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and ~~the Bay Area Air Quality Management District (~~BAAQMD~~)~~. If the HRA shows that the cumulative and project-level incremental cancer risk, noncancer hazard index, and/or $PM_{2.5}$ exceeds the respective threshold, as established by BAAQMD (all areas of the City and Sphere of Influence) and project-level risk of 6.0 in Equity Priority Communities (as defined in the City of San Mateo General Plan) at the time a project is considered, the project applicant will be required to identify best available control technologies for toxics (TBACTs) and appropriate enforcement mechanisms, and demonstrate that they are capable of reducing potential cancer, noncancer risks, and $PM_{2.5}$ to an acceptable level. T-BACTs may include but are not limited to: ▪ Restricting idling on-site beyond Air Toxic Control Measures idling restrictions ▪ Electrifying warehousing docks ▪ Requiring use of newer equipment ▪ Requiring near-zero or zero-emission trucks for a portion of the vehicle fleet based on opening year. ▪ Truck Electric Vehicle (EV) Capable trailer spaces. ▪ Restricting off-site truck travel through the creation of truck routes.	**SU**

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EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
		T-BACTs identified in the HRA shall be included as part of the conditions of approval or a mitigation monitoring and reporting plan adopted for the project as part of the project CEQA review.	
AQ-6: Implementation of the proposed project would generate a substantial increase in emissions that exceeds the Bay Area Air Quality Management District's significance thresholds and would cumulatively contribute to the nonattainment designations and health risk in the San Francisco Bay Area Air Basin.	**S**	**AQ-6:** Implement Mitigation Measures AQ-2, AQ-3, and AQ-4.	**SU**
BIOLOGICAL RESOURCES			
No significant impacts			
CULTURAL RESOURCES			
No significant impacts			
ENERGY			
No significant impacts			
GEOLOGY AND SOILS			
No significant impacts			
GREENHOUSE GAS EMISSIONS			
No significant impacts			
HAZARDS AND HAZARDOUS MATERIALS			
No significant impacts			
HYDROLOGY AND WATER QUALITY			
No significant impacts			
LAND USE AND PLANNING			
No significant impacts			

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TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
NOISE			
NOISE-1: Buildout under the proposed project is anticipated to result in unacceptable traffic noise with an increase of more than 5.0 dBA L_{dn} over existing conditions along one roadway segment (1st Avenue west of B Street) within the EIR Study Area.	**S**	None available.	**SU**
NOISE-~~6~~4: Buildout under the proposed project is anticipated to result in unacceptable cumulative traffic noise within the EIR Study Area.	**S**	None available.	**SU**
PARKS AND RECREATION			
No significant impacts			
POPULATION AND HOUSING			
No significant impacts			
PUBLIC SERVICES			
No significant impacts			
TRANSPORTATION			
No significant impacts			
TRIBAL CULTURAL RESOURCES			
No significant impacts			
UTILITIES AND SERVICE SYSTEMS			
No significant impacts			
WILDFIRE			
WILD-2: Development under the proposed project would increase population, buildings, and infrastructure in wildfire-prone areas, thereby exacerbating wildfire risks.	**S**	None available.	**SU**
WILD-5: Potential development under the proposed project could, in combination with other surrounding and future projects in the State Responsibility Areas, Very High Fire Hazard Severity Zones, or Wildland	**S**	None available.	**SU**

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EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Environmental Impact	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
Urban Interface, result in cumulative impacts associated with the exposure of project occupants to pollutant concentrations from a wildfire or uncontrolled spread of a wildfire due to slope, prevailing winds, or other factors.			

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